

THE RAILWAY GAZETTE

A Journal of Management, Engineering and Operation
INCORPORATING

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DIESEL RAILWAY TRACTION SUPPLEMENT

The May issue of THE RAILWAY GAZETTE Supplement, illustrating and describing developments in Diesel Railway Traction, is now ready, price 1s.

GOODS FOR EXPORT

The fact that goods made of raw materials in short supply owing to war conditions are advertised in this paper should not be taken as indicating that they are available for export

NOTICE TO SUBSCRIBERS

Consequent on further paper rationing, new subscribers cannot be accepted until further notice. Any applications will be put on a waiting list which will be dealt with in rotation in replacement of subscribers who do not renew their subscriptions

POSTING "THE RAILWAY GAZETTE" OVERSEAS

We would remind our readers that there are many overseas countries to which it is not permissible for private individuals to send printed journals and newspapers. THE RAILWAY GAZETTE possesses the necessary permit and facilities for such dispatch.

We would emphasise that copies addressed to places in Great Britain should not be re-directed to places overseas

REDUCTION IN SIZE OF PAGE

To economise in paper our readers will observe a slight reduction in the size of THE RAILWAY GAZETTE in that the size of the page has been reduced from 9 in. x 12 in. to 8½ in. x 11½ in. The type area of the page remains the same, namely, 7 in. x 10 in., but the surrounding margins have been reduced. This of course detracts from the appearance of the paper, but is one of the exigencies of the war

TO CALLERS AND TELEPHONERS

Until further notice our office hours are:

Mondays to Fridays 9.30 a.m. till 5.30 p.m.

The office is closed on Saturdays

ERRORS, PAPER, AND PRINTING

Owing to shortage of staff and altered printing arrangements due to the war, and less time available for proof reading, we ask our readers' indulgence for typographical and other errors they may observe from time to time, also for poorer paper and printing compared with pre-war standards

Ministry of War Transport's First Year

ON May 9 a year ago an Order in Council was made giving legal effect to the amalgamation of the Ministries of Shipping and Transport, by the fusion of which the Ministry of War Transport was born. The essentially wartime functions of the present Ministry make it difficult to compare its achievements with those of one of its predecessors, the Ministry of Transport, but in some ways at least it would seem to be an improvement on its parent, if only because it has achieved some quite definite results. A good deal more success has attended recent attempts by the Ministry to discourage public passenger railway travel at holiday times than did those of the old Ministry of Transport. The needs of the war have also called for some drastic curtailments of railway passenger amenities and these have been effected. Possibly because the exigencies of the war have demanded sterner action, the present Ministry has relied less on exhortation and more on action to achieve some of its ends, but as was strikingly apparent at Christmas and Easter, even its exhortation seemed to carry more weight with the public. No doubt the personality of the present Minister, Lord Leathers, is largely responsible for some of the Ministry's achievements. He is essentially a practical business man, whose capacity is highly respected by his colleagues in the Government. Because the Ministry operates ships, as well as controls the railways, his long experience with William Cory & Sons Ltd. and many other companies, has proved of especial value. Politics play a far greater part in departmental and ministerial matters in peacetime than in wartime, when it is essential that in what is particularly a business matter, a man who has a practical knowledge of the job should be in charge.

Mr. Gilbert S. Szlumper

The announcement by the directors of the Southern Railway Company which is given on page 551, of Mr. Gilbert Szlumper's resignation from the general managership of that company, also makes it known that he has been released from Government service at the Board of Trade, where since August last he had been adviser on transport. It is not yet known what are the special duties which Mr. Szlumper is undertaking at the request of the Railway Companies Association, but in view of his long experience of railway management it is a reasonable guess that his activities will make use of that knowledge. Other of Mr. Szlumper's valuable attributes are his cordial relations with his railway colleagues, shippers, traders, trade union leaders, the press, and indeed, all with whom he has come in contact. The Railway Companies Association has already in being a committee which is engaged on clearing the ground for post-war planning and reconstruction. It would obviously be of advantage to that committee to be in touch with someone who, although not directly connected with any one company, would be in a position to give expert advice. The possibility cannot be overlooked that, as a result of the experience during the war, the companies themselves, quite apart from any political or other extraneous projects which may be put forward, may wish to effect certain changes among themselves. It would obviously prove a weakness in any post-war plans if they were to be drawn up without some guidance on and allowance for possibilities of that kind. Equally, it would greatly enhance their value if, even if it were not possible fully to allow for contingencies of this kind, the planners could be afforded some general guidance.

Mr. E. J. Missenden

When Mr. Szlumper became Director-General of Transportation & Movements at the War Office, Mr. Missenden was appointed General Manager during Mr. Szlumper's absence. Now his permanent appointment is confirmed. Mr. Missenden's experience of railway work has been extremely wide and his knowledge of the intricate task of bringing workers into and out of London in peacetime is second to none. As Traffic Manager he was responsible for the despatch and maintenance of our Expeditionary Force with all its men and

equipment. Not many months after he had taken the reins of office as General Manager of the Southern Railway, the evacuation of our Forces from Dunkerque occurred, and the coastline served by the Southern was the reception area for practically the whole of the Forces evacuated from the Continent. This necessitated a railway movement unequalled by anything previously experienced, and for which no detailed plan could be prepared. It was a great tribute to Mr. Missenden's leadership and organising capacity that it was so successful. The head of such a vast machine must be a man of cool efficiency and possess the confidence of his staff. Due to its geographical position, it was the Southern Railway that bore the brunt of the 1940-1941 raids in the Battle of Britain and Mr. Missenden's great operating experience enabled him to give expert guidance to those who worked wonders in getting trains through when damage occurred. A correspondent in close touch with him, writes: "Mr. Missenden has a great capacity for work and for efficiency in detail. Equally important is his simplicity of manner and his justice and sympathy in dealing with the 65,000 men and women whom he controls."

Stabilisation of Wages

Prominent industrialists in this country have warned the Government on more than one occasion that an essential factor in the war against inflation is the stabilisation of wage rates. Sir Ronald Matthews, Chairman of the London & North Eastern Railway Company, has dealt with the matter at each of the annual meetings of his company since the outbreak of war, and has expressed his concern at the failure of the Government to exercise adequate control over the rising cost of living and its consequential effect on wage rates. The Government has taken steps in many ways to control the cost of living and among the expedients which have been adopted is the elimination from the railway control agreement of the clauses which provided that increased costs of operating were recoverable from the traveller and the trader; but so far the Government has refused to face the corollary of a controlled cost of living which is a coherent wage policy. It is obvious that if wages continue to rise the effect in the immediate post-war period may be an extraordinary increase in the level of prices by reason of the disparity between purchasing power and available consumer goods. In the United States Mr. Roosevelt, in his message to Congress on April 27, declared that wages in general could and should be kept at existing scales, and included the stabilisation of wages as the third item in his seven-point programme. The stabilisation of wages is to be settled by the machinery of the War Labour Board.

First Class and Fifth Column

The increasing tendency for commercial and industrial projects of all kinds to be subjected to political and bureaucratic interference, with complete disregard both to the successful conduct of the undertaking and to the reaction on the individual, shows no sign of slackening. In our last week's issue attention was drawn to one case in point, the movement to secure the withdrawal of restaurant cars on railways throughout the country, which contrasts strangely with the declaration by Lt.-Colonel Moore-Brabazon on November 27, 1940, when, as Minister of Transport, he said that if the railways could not improve feeding arrangements he would call in Lord Woolton to review the situation. The latest manifestation of interference is to be seen in the efforts which are being made in some quarters to do away with first class accommodation on all main-line trains. On suburban lines third class only trains are already in operation and those who use them regularly have been given cause for cynical reflection by the manner in which erstwhile third class travellers now prefer to crowd the one-time first class coaches even though the thirds are not full. Advocates of the total abolition of first class accommodation as usual make much play with the plight of Servicemen who stand in corridors while first class accommodation is not completely used. There is another point which is worth bearing in mind; in their zeal for ensuring that the greatest number of people are subjected to the greatest degree of discomfort the "reformers" are in danger of

seriously undermining enthusiasm for the war, and thus are acting directly contrary to the national interest. They might well reflect that anything which tends to upset morale at this critical juncture of the war or make any section of the public war weary is against the national interests. These politicians and civil servants would probably be shocked to realise that quite unconsciously and no doubt with good intentions (one knows where the road so pursued leads to) they are in effect doing fifth columnist work.

Dr. Temple and the Moneychangers

Another instance of the current belief that the best qualification for proffering advice is eminence in a totally dissimilar sphere is to be found in the speech of Dr. William Temple, the recently enthroned Archbishop of Canterbury. Probably Dr. Temple would be among the last to concede that a body of successful financiers, drawn from the City of London, would be best qualified to replace the ecclesiastical hierarchy, but apparently he sees no reason why the Archbishop of Canterbury should not lay down economic maxims. He suggested that no one should be allowed to receive in interest more than the capital sum invested in a company. He said that he would like to see in the articles of association of any company a limitation of profits and a provision that as soon as the amount paid in interest was equal to the amount originally invested, the principal should be reduced until it had diminished. If that is to be taken literally, the number of instances in which it arises must be so small, certainly if one allows for taxation, that it hardly seems worth while to issue an edict on the subject, but if Dr. Temple means that no investment should yield in the aggregate more than 100 per cent., he might be well advised to devote his energies to ecclesiastical finance. Would he propose that the Ecclesiastical Commission should forgo in future any rents or income from properties which have already yielded their original cost? Would he have held that any payer of tithe would not have been expected to pay in total more than the original value?

Britain After the War

Mr. Oliver Lyttelton, the Minister of Production, made it clear in a recent broadcast that he was not unduly pessimistic as to the immediate economic reaction after the war. He did not think that there would be a great wave of unemployment but he realised that the problem of the transfer of labour would arise. He declared that among post-war objectives would be the modernisation of the nation's capital equipment—transport, roads, ports, towns, and other amenities—and that in this the State would have to take the initiative. The country's business life depended very largely on the import of raw materials and in turning them into finished products, either for our own use or for export, and for this the most efficient transport system possible was required and much labour and capital would be needed to provide it. The State, he thought, would have to take the initiative and the responsibility for the improvement of the nation's capital assets, its common services, and its amenities. Both the organising power of the State and the driving force of the free individual would have to be fostered, for it was realised that there were many things which could be done effectively only by individual enterprise, although there were also many forms of economic activity which the State alone could direct.

Non-Interlocked Points in the U.S.A.

An accident on the Pennsylvania Railroad on September 8, 1941, the findings on which have been published recently, shows that, in spite of the wide use of continuous track-circuiting and automatic signals, many features of working remain in the U.S.A. which have long since disappeared in this country. We are not referring to single lines, where the conditions, generally, are admittedly very different to those obtaining on such lines here, but to heavily trafficked double lines. In this case several crossovers, some of them facing, were worked locally on the ground by a pointsman, under a yard foreman; they were, of course, properly detected and

to this extent controlling the signals governing the approach to them. They were not themselves locked in any way, however, and dependence was placed on rules for preventing wrong movement in the face of a train. The pointsman mistook the nature of an approaching passenger train and, failing also to see it had sufficiently reduced its speed, reversed a facing crossover and diverted it to a siding. Two lives were lost in the subsequent derailment. It appears that several similar accidents have occurred in recent years and the authorities are pressing for electrical locking to be added to such ground worked points, if full ordinary interlocking is not to replace them.

....

Room for None Inside

We notice with pleasure that among the bad travel habits pilloried in a recent announcement by the railway companies is that of leaving items of luggage on the carriage seat, giving the impression to newcomers that all places are taken. We recently entered a compartment containing two visible passengers and the apparent impedimenta of four others. One seat was rather grudgingly cleared on our inquiring whether there was any room, and in due course all the rest were similarly disencumbered to accommodate others. This apparently deliberate example of dog-in-the-manger tactics is multiplied many times for no more culpable reason than mere thoughtlessness. It is not the failing of any particular type or class of traveller. We have seen empty seats wrongfully reserved by the battered suitcase of the man-in-the-street as often as by the cast-off polished leatherwork of highly-placed military officials. We have seen both culprits stare at harassed seekers after repose with the expression we suppose to have been in the mind of the inventor of the phrase "dumb insolence," and, while we welcome its inclusion in the catalogue of travel sins, we are not over hopeful of seeing the practice eradicated.

....

Who's Filling the Trains?

THERE is a good deal of irresponsible and ill-informed chatter by the armchair critics in these days concerning what they describe as "travelling for pleasure," and the accusation, of course, is levelled against the unhappy civilian. It is in the interests of the civilian making unnecessary journeys, say these critics, that the running of trains additional to those shown in the timetables becomes necessary, and it ought to be stopped. What are the facts? The most cursory examination of the passenger complement of our long-distance trains today shows that by far the majority of their occupants are servicemen and servicewomen in uniform, either moving singly or in drafts from one depot or unit to another, or travelling on long or short leave. In normal conditions, leave alone may account for up to sixteen long-distance journeys each man per annum, to and from his home, whereas in peacetime, if road transport were not used, the same man would make not more than two such journeys a year, to and from some holiday resort. Further, as the Forces increase in size week by week, so the demand for transport, both on Service journeys and on leave, is bound cumulatively to increase at the same time. It is at the week-ends that leave movements are at their maximum, and that the number of additional trains is therefore at its highest level. What alternative, other than restriction or cancellation of leave—which is a matter hardly under the control of railway administrations—is possible to the railways? If the leave granted to the Services is for the purpose of "rest and refit," how is this aim to be secured by making the men travel, packed like sardines, standing in the corridors, because no extra trains are being run to accommodate them?

Next we come to the minority of civilian passengers found occupying seats in the trains. How is it made up? Here again Government Departments are indirectly responsible for a great deal of the week-end traffic. Large-scale evacuations of these departments have been made to distant places, which alone are responsible for a considerable movement of the evacuees to and from their homes. Numerous

evacuated business offices similarly add their quota to the week-end traffic, and at holiday times boys and girls in many evacuated schools all over the country require conveyance. Is all this civilian traffic unnecessary, or is it not? If it is not, then the railways, whether they wish to or not, must provide for it. From the diminishing band of civilians in the trains there must now be deducted the business men, none of whom, in due possession of his senses, would in present conditions of discomfort be found occupying a seat unless urgent business claims compelled him to travel; and here again evacuation of offices has necessarily increased such travel considerably above its peacetime level. If the final residue of civilians, whose travel objectives are not so clearly definable, be subtracted from the total of present-day long-distance railway passengers, it is clear from the foregoing that the effect on total seating accommodation would be negligibly small. In the last analysis, therefore, justification for the additional trains that must be run to cope with the traffic, especially at week-ends, lies chiefly at the door of the Services and of evacuation; and the railways have no option but to meet, so far as their resources permit, these increasing demands.

....

Western Australian Government Railways

IN his report on the working of the Western Australian Government Railways for the year ended June 30, 1941, Mr. J. A. Ellis, the Commissioner for Railways, points out that the net loss of £216,342 for the year constituted an improvement of £84,019 as compared with the result for 1939-40. There was an increase of £15,846 in earnings, but the major factor in the improvement was a reduction of £70,438 in working expenses in spite of basic wage declarations which added at least £80,000 to working costs, and after surmounting the many added difficulties of wartime operation. The net return on capital was 3.04 per cent., compared with 2.73 per cent. for the previous year. In the number of country passenger journeys there was an increase from 1,241,894 to 1,550,874, with an increase in earnings from £422,499 to £511,491, a large proportion of which increase was due to more business to and from Eastern Australia. Suburban passenger receipts advanced by £11,651.

In goods traffic the tonnage of paying goods and livestock hauled was 55,019 below the figure of 1939-40 and earnings, apart from miscellaneous, decreased by £97,871. The wheat crop was disappointing, and as a consequence of the reduced spending power of the community, general goods from which the higher railway freights are received showed the substantial decline of £103,878. Livestock receipts improved, however, by £12,454. When traffic began to fall off during the year 1939-40 as the result of the war and its effect on shipping, steps were taken immediately to reduce expenditure and the policy has since been rigorously pursued. Other factors tending temporarily to reduce expenditure have been short supplies of sleepers due to brisk export demand and difficulties in obtaining adequate quantities of material for maintenance and reconstruction of rolling stock, coupled with the demand to use the workshops to the greatest extent in the national effort. The principal operating statistics are compared in the accompanying table:—

	1939-40	1940-41
Miles open	4,381	4,381
Train miles	6,262,437	6,277,745
Passenger journeys	10,793,396	11,516,216
Paying goods and livestock, tons	2,658,876	2,603,857
Ton-miles (goods and livestock)	361,689,595	351,245,171
Average haul, miles	136.03	134.89
Operating ratio, per cent.	79.54	77.21
Passenger receipts	£ 540,317	£ 640,960
Goods and livestock receipts	2,744,719	2,651,353
Total earnings	3,555,982	3,571,828
Working expenses	2,828,329	2,757,891
Net revenue	727,653	813,937
Interest charges	1,028,014	1,030,279
Net loss	300,361	216,342

Five "A W" suburban coaches have been converted from first class to second class, without structural alterations, to meet the increased demand for the cheaper class of travel. Approval has been given to the construction of six "A Z" (two-berth) sleeping cars, each with accommodation for 16 passengers and a shower compartment. Two new steel-bodied first class suburban saloon coaches have been placed

in traffic, and satisfactory progress has been made with the construction of two more. The percentage of wagon stock fitted complete with vacuum brake equipment was 85.16 at June 30 last. Alteration of the ten "River" class ("P R") locomotives carried out to utilise the full designed power, resulted in such marked improvement that it was decided to alter ten of the older "P" class locomotives. By this policy the equivalent of one new engine is provided, at very small cost, for every eleven engines so converted.

South Australian Railways

THE report for the year ended June 30, 1941, shows that earnings registered an increase of £346,604 over those of the previous period; the total was greater than in any year since 1929. The increase was principally accounted for by the continued improvement in passenger traffic, but there was also a substantial increase in general merchandise. In both cases the cause is to be found in industrial expansion, restrictions in interstate shipping, and petrol rationing, as well as defence activities. Working expenses, including pensions, increased by £126,932, mainly due to various wage awards, although higher cost of coal accounted for £30,946. With the increase in net earnings, to £573,153, as compared with £353,481 the deficit, after accounting for interest, sinking fund, and exchange, was reduced by £222,719, to £772,435. General results are compared in the following summary:—

	1939-40	1940-41
Miles open...	2,557½	2,557½
Train-miles	5,928,416	5,892,240
Passenger journeys	17,641,766	20,360,011
Goods, minerals, livestock, tons	2,700,163	2,770,374
Average haul, miles	124.8	119.4
Operating ratio, per cent.	88.9	83.8
Capital cost of open lines	28,752,864	28,920,290
Gross earnings	3,183,562	3,530,166
Working expenses, including pensions	2,830,081	2,957,013
Net earnings	353,481	573,153
Interest, sinking fund, and exchange	1,348,635	1,345,588
Total deficit	995,154	772,435

It is noteworthy that the increased volume of traffic was handled with a reduction of 36,176 train miles. The appreciable increase in passenger traffic was common both to country and suburban movement. Country passengers increased in number from 1,363,311 to 1,718,046, and in receipts from £399,183 to £552,359; suburban passengers rose in number from 16,278,455 to 18,641,965, and in takings, from £231,234 to £269,411. Merchandise, as aforesaid, showed a satisfactory general increase, but exceptions were minerals, tonnage of which fell from 721,419 to 571,221, and wheat, with a decline from 595,412 to 571,221 tons. Refreshment services (including bookstalls, etc.), with £142,804 earnings and £114,949 expenses, made a satisfactory profit, as did road motor services, with £17,732 receipts and £15,051 costs. Freight carried by road amounted to 28,304 tons, for £12,103; the figures for 1939-40 were respectively 24,961 tons and £10,563. Rail motor operations showed a total mileage of 1,290,940, a decrease on the previous year, due to the substitution of steam trains for petrol trains. During the year an extensive defence programme was carried out, involving the construction of buildings and the installation of machinery for the large scale production of munitions of war.

Publications Received

Heat Transfer to Clouds of Falling Particles: University of Illinois Engineering Experiment Station Bulletin No. 330. By H. Fraser Johnstone, Robert L. Pigford, and John H. Chapin. Chicago: University of Illinois, Urbana. 58 pp. 9 in. x 6 in. Price 65 cents.—The object of this investigation was to obtain information essential to the design of equipment for heating finely divided materials falling through a gas, and in particular the design of a flash-type calciner for the decomposition of hydrated zinc sulphate, which is part of the process of recovering sulphur dioxide from waste gases. The research has a bearing on

various other processes, such as the carbonisation of pulverised coal, the briquetting of blast furnace dust, the smelting of copper and zinc ores, and the dehydration of clays and minerals.

The South American Handbook, 1942. London: Trade & Travel Publications Limited, 14, Leadenhall Street, E.C.3. 7 in. x 4½ in. 676 pp. Price 3s. 6d. net.—The present volume is the nineteenth annual edition of this well-known and useful handbook, and the third to be produced since the present war began. It has been completely re-set and few will disagree with the prefatory remark that this is indeed an act of faith in the middle of a war. The re-setting is not merely a matter of typog-

raphy, for advantage has been taken of the opportunity presented to re-write a considerable portion of the volume, and to add much that is new. The countries of Latin America are no new friends and trade associates of Great Britain, but they have come to assume positions of even greater importance in view of the fact that they are among the most important parts of the world (excluding allied belligerents) with which avenues of trade and information have been kept clear by reason of the continued and successful activities of the Royal Navy and the Merchant Marine. The volume gives a physical picture of each of the republics of Latin America, including Mexico, and pays particular attention to transport facilities.

Australian Commonwealth Railways

THE Commonwealth Railway system consists of the Trans-Australian Railway (Port Pirie to Kalgoorlie), 1,108 miles of standard gauge; the Central Australia Railway (Port Augusta to Alice Springs), 771½ miles of 3 ft. 6 in. gauge; the Northern Australia Railway (Darwin to Birdum), 316½ miles of 3 ft. 6 in. gauge; and the Australian Capital Territory Railway (Queanbeyan to Canberra), 5 miles of standard gauge; in all, 2,201 route miles. The report for the year ended June 30, 1941, shows that the handling of transport demands unprecedented in the history of the department, led to a record financial position. The result of working on all the railways was an excess of revenue over expenditure of £67,915, an improvement of no less than £287,740 on the figures for 1939-40. The total earnings of £970,820 exceeded by 56 per cent. those of the previous period; the working ratio was 93, as compared with 135 per cent. Principal operating results for the four lines making up the Commonwealth system are summarised as follow:—

	Gross earnings 1939-40	Gross earnings 1940-41	Working expenses 1939-40	Working expenses 1940-41
Trans-Australian Railway	380,066	488,390	523,865	547,539
Central Australia Railway	144,294	276,831	217,850	226,705
Northern Australia Railway	87,808	195,543	91,575	119,553
Australian Capital Territory Railway	9,637	10,056	8,340	9,108
Totals, all lines	621,805	970,820	841,630	902,905

Interest amounted to £380,523, and there was therefore a net deficit of £312,608, but this compared with a net deficit in 1939-40 of £606,706. One of the most important factors in the improved results was the large influx of traffic resulting from the Defence measures. On the whole system 1,233,712 productive train miles were run, as against 957,605 in 1939-40. Number of passengers increased from 129,685 to 193,987, while at the same time coaching receipts rose from £374,424 to £549,831. Goods and livestock increased in tonnage from 199,087 to 211,075, and in receipts from £247,381 to £420,989. To cope with the traffic offering on the Trans-Australian Railway, the number of express trains operating each way had to be increased to four and even five a week. The number of through passengers increased to 45,674, or 39.6 per cent. The water supply on this railway continued to constitute a major problem, but it was eased somewhat by the January rains, which, on the other hand, caused considerable damage to track. On the Central Australia Railway, this same dual problem of water supply and floods had also to be faced. The traffic on this line and on the Northern Australia Railway was greatly augmented by the demands of the Defence Department, troops and equipment being carried on the Central Australia Railway to Alice Springs and thence by motor convoy over the "all weather" road to Larrimah, near the southern terminal of the Northern Railway, whence they are transported by rail to destination. The exceptional demands made it necessary to hire locomotives and rolling stock, and to borrow extra staff, from the railway systems of other States. At the same time, in order to meet possible emergencies, additional crossing loops and coal and water stations are being provided on all the lines. The "Transport for an Emergency" Committee was appointed by arrangement between the Commonwealth and State Governments, to deal with the co-ordination in war of all available transport resources.

THE SCRAP HEAP

MANY HAPPY RETURNS

Tomorrow (Saturday) is the first anniversary of the legal establishment of the Ministry of War Transport which was formed on May 9, 1941, by the amalgamation of the Ministry of Transport and the Ministry of Shipping. Below we give a list of the Ministers of Transport since the formation of that Department in 1919.

Sir Eric Geddes	1919-1921
Viccount Peel	1921-1922
Earl of Crawford	1922
Sir John Baird	1922-1924
Harry Gosling	1924
Rt. Hon. Wilfred Ashley	1924-1929
Herbert Morrison	1929-1931
P. J. Pybus	1931-1933
Hon. Oliver Scanley	1933-1934
L. Hore Belisha	1934-1937
E. Leslie Burgin	1937-1939
Captain Euan Wallace	1939-1940
Sir John Reith	1940
Le. Colonel J. T. C. Moore-Brabazon	1940-1941
Lord Leathers	1941-

* First Minister of War Transport.

LOUD-SPEAKERS

The army of Government P.R.O.s—Public Relations Officers—whose job it is to keep the Government departments, and the Ministers right with the public—continues to grow. The Board of Trade, which appointed a P.R.O. at £1,000 a year only a few weeks ago, has now appointed a super P.R.O. at a salary of £1,700 a year—the highest for this type of work which the Treasury sanctions. Only three other departments—the Treasury, the Ministry of Food, and the Ministry of Transport—have £1,700 a year men, but the 27 chief Government P.R.O.s and publicity officers

will now cost the country nearly £28,000 a year, which is probably only a small part of what their large and still growing staffs cost. The need for a louder voice at the Board of Trade eludes me. If the idea is merely to gild the putting over of more restrictions and limitations the appointment is superfluous. No Briton who matters has yet complained or grumbled at being asked to help win the war.—From "The Evening News."

THOUGHTS ON PLANNING

I made the perfectly innocent suggestion that it would be highly desirable that the collieries should be removed from the coalfields and be distributed about the country.

The next speaker pointed out that it would be equally reasonable in connection with the location of industry to take the ports away from the sea coast and locate them inland.

We have a sort of fashionable opinion in this country that something called "planning" is vaguely beneficial.

I support the rejection of the Bill because, whatever its effect, the Bill proposes to enable Superior People to over-ride even those small private liberties which are left us today.

In historical times the first good example of town planning was that of the Tower of Babel. The supreme planner of all is Adolf Hitler, who is going to plan the whole world.

We are fighting to avoid planning. The

totalitarian State is the planned State. . . . At one remote period, instead of living in houses we lived in trees, and gracefully swung from branch to branch by our tails. Fortunately, there were no planners in those days, or the whole country would have been planted with nut trees in order to provide suitable food for the future population. . . .

The whole essence of this thing is not to provide people with what they want, but to provide them with what somebody else thinks they ought to want. That is the reason for planning.—Mr. Austin Hopkinson, Nationalist Member for Mossley, speaking on the Minister of Works & Planning Bill, in the House of Commons on April 29.

TUNNEL THROUGH THE ALPS

The King of Sardinia (says the *Courrier de Lyon*) does not appear disposed to abandon the project of cutting a tunnel through the Alps, in order to facilitate the communications between France and Italy. The necessity for abandoning the present road over Mount Cenis is allowed; the new projected road will pass by Oulx [and] come out in a valley which joins the pass of Maurienne and the present road below St. Michel.—From "The Times" of Friday, September 3, 1841.

MISSING

He tried to cross the railroad track,
Before the rushing train,
They put the pieces in a sack,
But couldn't find a brain.
—From "The Wall Street Journal."

JUST 100 YEARS AGO

SHEFFIELD, ASHTON-UNDER-LINE, AND MANCHESTER RAILWAY.

RAILWAY BARS

WANTED about FIFTY TONS of good New or Second-hand RAILS, from 25 to 30 lbs., flat bottomed, to be delivered at Stalybridge Wharf, or at the Summit Tunnel, Woodhead. Price and particulars to be sent to 15, Piccadilly, addressed to

JOHN PLATFORD, Secretary.
Manchester, 4th May, 1842. (4392)

NORTHERN & MIDLAND RAILWAY AS INVESTMENTS.

BELL & RHODES (late C. BELL), Stock-brokers, 20 Albion-street, Leeds, beg to intimate to Capitalists whose attention may be directed to the shares of the following lines of Railway, viz., the North Midland, York and North Midland, Great North of England, Hull and Selby, Manchester and Leeds, Birmingham and Derby, and Midland Counties, with a view of investing therein, that they will be happy to furnish them on application at the offices, 20, Albion-street, Leeds, with detailed information as to the existing condition of each respective line, and its future probable results, so as to serve as a guide in selecting their investments.

For the sale or purchase of Shares in the lines above-named, a ready market will at all times be found on application as above.
Leeds, March 24, 1841. (4393)

EDINBURGH AND GLASGOW RAILWAY.

WANTED, a GENERAL SUPERINTENDENT, or MANAGER, to take the charge of the out-door business of this railway.

Experience in the Working and Management of Railways, as well as engineering knowledge, will be a recommendation to Candidates.

The Superintendent will require to give his whole time to the service of the Company, and to be quite unconnected with any other pursuit.

Letters of application, containing testimonials and references as to qualifications, to be addressed to "The Directors of the Edinburgh and Glasgow Railway, for office of General Superintendent," and left at the Company's Office in Glasgow, on or before the 10th day of May next.

The applicants are requested not to canvass the Directors; those who may be considered likely to suit will be invited to meet them.

By order of the Board,
H. G. WRIGHT, Secretary.
Head-office, North Queen-street, Glasgow,
19th April, 1842. (4310)

NORTHERN & EASTERN RAILWAY OPENING TO BISHOPS STORTFORD.

THE Public are respectfully informed that the above Railway will be OPENED on Monday, the 10th instant, from London to the terminus at Bishops Stortford. Particulars of the Trains may be had at all the Company's stations.

By Order of the Board,
WM. BOURNE, Secretary,
Shoreditch, London, 5th May, 1842. (4390)

RAILWAYS IN GENERAL.

R. B. WATSON & CO., of LEEDS, beg to intimate to those interested in railway property, chiefly in the Northern Counties, that they are enabled to give information, and an opinion, as to these lines in which it would be advisable to invest money at this particular period, founded upon a knowledge of the trade of this district, acquired during a residence of 20 years in Hull, and 19 in Leeds, 10 of which R. B. W. has been a Commercial Broker, and 6, a Share Broker, thus giving them an advantage that few possess.

Wanted to buy 30 Leeds and Selby Rails. (4391)

BIRMINGHAM AND GLOUCESTER RAILWAY.

ALTERATION OF TRAINS.

ON and AFTER MONDAY, the 2nd of MAY, this Company's TRAINS will RUN as follows, until further notice:—

FROM BIRMINGHAM.	FROM GLOUCESTER.
H. M.	H. M.
12 44 a.m. (Mail)	1 15 a.m.
3 10 a.m. (Mail)	2 0 p.m.
4 45 a.m.	4 30 p.m.
12 15 p.m.	7 15 p.m. (Mail)
2 45 p.m.	9 0 p.m. (Mail)
6 15 p.m.	

LS* Goods Train, carrying 1st, 2nd, and 3rd Class Passengers, from Camp Hill, Birmingham, to Gloucester, 5.30 a.m.
† Goods Train, carrying 1st, 2nd, and 3rd Class Passengers, from Gloucester to Camp Hill, Birmingham, 5.30 a.m.
Passengers may be booked in London, for Worcester, Cheltenham, and Gloucester, by Trains leaving the London Station of the London and Birmingham Railway, at 6 and 9½ a.m.; and from those places, for London, by the Trains leaving Gloucester at 8½ a.m., and 2 and 9 p.m.

By order,
GEORGE KIRK, Secretary.
12, Waterloo-street, Birmingham, April 10, 1842. (4351)

Shares in Cornish and other Mines.

SHARES bought and sold on commission, Mines inspected by practical Mine Agents, and every information obtained on application to **WILLIAM TRENT, jun.** (from Redruth, Cornwall), at his office, 30, Threadneedle-street, London. (4345)

COOKE AND WHEATSTONE'S PATENT ELECTRIC TELEGRAPH.

THE Patentees are prepared to GRANT LICENSES to Parties wishing to establish an Electric Telegraph between London and Dover, Brighton, or Portsmouth; or in any direction north of London. Each License may comprise so extensive a district as to preclude competition.—N.B. This invention is peculiarly adapted for a self-acting Telegraph, to give notice of the approach of railway trains to stations, tunnels, level-crossings, and inclined planes, worked by assistant or stationary engines; also for mines, coal-pits, docks, &c.
For further information, drawings, and descriptions apply to **William F. Cooke, Esq.**, or **Rob. Wilson, Esq.**, Solicitor, 1, Copthall-buildings, London. (4347)

LONDON AND SOUTH WESTERN RAILWAY.

IN consequence of the satisfactory result of an excursion from London to Southampton, round the Isle of Wight, and back to Nine Elms, in the autumn of last year, the First of a Series of Excursions will take place on Monday, the 10th inst.

The train will leave Nine Elms at half-past 7 o'clock in the morning precisely, proceed to Southampton, and the passengers will be conveyed thence by steam-boat to Portsmouth and the principal places of interest on the Coast of the Isle of Wight, and return to Nine Elms about 10 o'clock in the evening.

Tickets for the whole trip, 20s. each, may be obtained on and after Wednesday, the 11th instant, at the Nine Elms Station, and at the following coach offices, viz., Swan with Two Necks, Lad-lane; Spread Eagle, Gracechurch-street; Cross Keys, Wood Street; Golden Cross, Charing-cross; Universal Office, Regent Circus; George and Blue Boar, Ebbw; Griffin's Green Man and Still, Oxford-street.

Early application is desirable, as the number of tickets is limited.
By order,
ALFRED MORGAN, Secretary.
Refreshments will be provided on board the steam boat, at a moderate charge. (4305)

Some official advertisements from "Herapath's Railway Magazine," of Saturday, May 7, 1842, one of the constituents of "The Railway Gazette"

OVERSEAS RAILWAY AFFAIRS

(From our special correspondents)

NEW SOUTH WALES

Higher Railway Earnings

Earnings on the New South Wales Railways continued to rise during the first half of the current financial year. An increase also occurred in working expenses due to higher material costs and wage and salary increases. Compared with the previous year the figures show the following result:—

	July to December 1940	1941
Earnings	£ 11,984,143	£ 13,132,577
Working expenses	7,503,060	8,815,511
Net earnings	4,481,083	4,317,066

Passenger journeys rose from 94,537,626 to 107,504,428 but tonnage of goods and livestock dropped slightly from 9,572,108 to 9,247,958. Since December the earnings have risen in greater ratio than the working expenses and the Administration is confident that a substantial surplus will again be recorded at the end of June next.

Effect of War on Constructional Works

Except for work on a lavatory block at Circular Quay, operations on the City Railway have ceased and on the Sandy Hollow-Maryvale Railway work is proceeding only on tunnels and bridges. On the other hand, the duplication of the existing lines between Cootamundra and Junee and the construction of the new bridge over the Hawkesbury River have progressed satisfactorily.

Quadruplication of double tracks between Lidcombe and Penrith on the western line is being undertaken in stages and a heavy programme of work for the defence authorities has been undertaken with success. Rolling stock deliveries from contractors have been to schedule in most instances.

SOUTH AFRICA

Railway Budget for 1942-43

Presenting the railways & harbours budget for 1942-43 in the House of Assembly, the Minister, Mr. F. C. Sturrock, announced a surplus of £5,474,051 for the year 1941-42. With the unappropriated amount of £830,845 brought forward from 1940-41, it was expected that the surplus at March 31 would be £6,304,896. It was proposed to dispose of the surplus by a contribution of £2,000,000 to reduce interest-bearing capital; £1,300,000 as a special contribution to the renewals fund; £500,000 to the deficiency in the pension and superannuation funds; £100,000 to railway institutes funds and the balance of about £2,405,040 to the rates equalisation fund. The estimated revenue for 1942-43 was: railways, £42,328,000; harbours, £2,441,000; steamships, £1,351,000; airways, £1,000; a total of £46,121,000. The estimated expenditure was: railways, £40,790,691; harbours, £2,204,326; steamships, £1,079,632; airways, £38,093; a total of £44,112,742. The estimated gross surplus was £2,008,258. Of this amount £1,500,000 would be appropriated to betterment fund and £487,000 to deficiency in pension and superannuation funds, leaving a balance of £21,258 to be carried forward.

Railway Hotels

As a result of the recommendation of the committee which investigated the practicability of hotels being run by the administration (see our issue of March 21, 1941), a Bill has been introduced into the House of Assembly giving power to the administration to run hotels. The Minister said that the weak link in the Union's tourist

traffic was hotel accommodation. In general, hotels could be better run by private enterprise, but it might be advisable to have one or two hotels at terminal points with a larger capacity than would be justifiable in privately-owned hotels. It might be necessary to run such hotels as public utility concerns. One of the points at which such an hotel would obviously be established was Cape Town and another probably at Pretoria. The railways would be guided largely by public opinion, but their hands would be strengthened with the power to run such hotels. The Bill gave the administration the power, without committing it in any way to a definite policy, to build hotels after the war if they were necessary.

Withdrawal of Car Concession

From June 1 cars will not be accepted by the administration for carriage at tourist rates. This concession, with a maximum of £5 return to the holder of two return railway tickets, has always been a dead loss to the railways, but was given as an encouragement to tourist traffic. Because of the great demands now being made on rolling stock, the concession is no longer considered justified. The conveyance of tourist cars requires 4,000 to 5,000 wagons every summer season.

INDIA

Fatal Collision near Allahabad

In the early hours of February 19, No. 81 up parcel train came into head-on collision with a stationary goods train near Khaja station on the Allahabad-Fatehpur section of the East Indian Railway. Unfortunately, four passenger bogies were attached to the parcel train and three of them were seriously damaged; 15 people were killed and 25 injured. Of the train crews, only the fireman of the goods train was injured, though both engines and several wagons in addition to the coaches were severely damaged.

Cyclone Damage at Tundla

On February 20 a severe cyclone struck Tundla in the United Provinces and a portion of the station buildings at that important junction on the East Indian Railway main line collapsed, killing two and injuring seven persons. Electric connections were severed and the roof and verandah of the Railway Mail Service building were blown away. Several other railway buildings were damaged and wagons were capsized.

CEYLON

Christmas Traffic

An unprecedented volume of traffic was handled by the railways during the Christmas and New Year season; the usual holiday rush was added to by evacuation from Colombo to inland districts, due to the war situation, and, in the northbound direction, by the return of Indian residents in Ceylon to India, for the same reason. For the first time on record applications for sleeping berths from Colombo to up-country stations had to be refused, despite duplication of the night trains, and waiting lists for both first and second class berths had to be instituted. Over 5,000 Indians and their families left in a single week for India by train.

Closed Lines

A resolution has been passed by the Nuwera Eliya Urban Council requesting the railway to reinstate the passenger train service between Nanu Oya and Nuwera

Eliya. The chief reason is the reduction in the bus services due to petrol rationing, and an increase in the traffic to and from the sanatorium at Nuwera Eliya. Pressure is being brought to bear similarly for the reopening for passenger traffic of the Uda Pussellawara section, but the railway authorities claim that they have not the rolling stock and other equipment on hand to make this possible, as the stock of this narrow-gauge line was transferred to meet urgent needs on the Kelani Valley line. Further, since the Pussellawara line has been used for goods traffic only, it has not been maintained at the standard necessary for passenger operation. Efforts have been made to avert the closing down of the branch between Avissawella and Yatiyantota, in the Kelani Valley, but here again the railway contends that it is not possible to obtain the materials necessary to keep the line concerned in a proper working condition.

Daylight Saving

A daylight saving scheme has been introduced into Ceylon for the first time, and from January 5 all clocks were advanced by 30 min. The change has been of particular advantage to the railways, on which black-out working is essential at night, by giving an additional half-hour of evening daylight in goods and marshalling yards.

UNITED STATES

Two Diesel Trains in Collision

A famous diesel streamliner operating between New York and the Florida coast resorts was involved in a serious collision at 11.50 a.m. on February 19; this was the Orange Blossom Special of the Seaboard Air Line, which met the Sun Queen, also diesel-hauled, head-on between Hypoluxo and West Palm Beach, Fla. Both diesel-electric locomotives were badly damaged, and the casualties were two employees killed and 42 passengers and employees injured. The accident was made worse by an outbreak of fire, and the remoteness of the scene from highways and hospitals added considerable difficulty to the work of rescue. Another recent head-on collision, on March 7, involved the Will Rogers of the St. Louis, San Francisco and Texas RR. (Frisco Lines) and a troop train near Granby, Mo.; 7 passengers and staff were killed and 28 injured, mostly in a coach that was telescoped. In this accident the cause was signals disregarded by both engines.

New Santa Fe Rolling Stock

The order for twenty 4-8-4 type steam locomotives which, as reported in last week's issue, has been placed by the Atchison, Topeka & Santa Fe RR. with the Baldwin Locomotive Company, represents part only of a total expenditure on rolling stock of about \$10,000,000 that has been sanctioned by the board of this company. There are to be ten diesel-electric locomotives of 5,400 b.h.p. for freight service, and a contract for these has been placed with the Electro-Motive Corporation. A total of 100 60-ft. flat wagons is also to be built. Delivery of all these orders, however, is not scheduled until 1943.

Railway Accidents in 1941

Although the number of train accidents, after reaching in 1938 the lowest figure on record, with one exception, for many years past, has taken a sharp trend upwards, it is a remarkable fact that the total number of passengers killed in accidents in the United States in 1941 was only 18, as compared with 66 in 1940. Train accidents in 1941 totalled 9,403, as compared with 7,106 in 1940, 6,074 in 1939, and 5,682 in 1938, and there is little doubt that

this increase is largely due to the number of new and inexperienced employees that have had to be absorbed into the railway service in war conditions. For each million train miles, the increase in accidents from 1938—a low record of 6.96—has been to 7.20 in 1939, 8.13 in 1940, and 9.70 in 1941. Among employees the casualties have shown a serious advance. From 476 fatalities in 1938 the fatalities rose to 499 in 1939, 533 in 1940, and 754 in 1941; per 10,000 employees this works out at 5.10, 5.05, 5.19, and 6.62 respectively; while injuries were at the rate of 172.0, 171.6, 174.3, and 221.6 per 10,000 employees respectively. Thus, although there was little change in the casualty rate from 1938 to 1940, the jump of over 27 per cent. in 1941 has been substantial, and an increase of supervision in the interests of safety is being called for. Even yet, however, both actually and relatively, the casualty rate, whether to trains, passengers, or employees, nowhere approaches that of 1929; the reduction effected from 1929 to 1932 is one of the most notable achievements on record to the credit of American railways.

ARGENTINA

Commercial Treaty with Bolivia

An important commercial treaty between Argentina and Bolivia was formally signed in Buenos Aires on February 6 by the Foreign Ministers of the two countries. The treaty comprises three agreements relating to road and railway construction and the development of international oil facilities. The petroleum agreement will enable Argentina to reinforce with the production from Bolivian sources the output from her own oilfields, which at present furnish only about 50 per cent. of the country's requirements.

The agreement provides that, for the next 10 years, the Bolivian Government undertakes to sell and the Argentine Government agrees to buy all the petroleum produced in the Bolivian oilfields at Bermejo, both from the existing wells and any which may be exploited in the future. The price fixed during the current year is 31.00 Argentine pesos per cub. mt. The petroleum will be conveyed from the Bermejo oil wells through a pipe line to Oran on the C.N.A. (State) Railway. The line will be constructed by the Argentine National Oilfields, the section running through Bolivian territory being for the account of the Bolivian Government.

Under the terms of the road and railway agreement, the Argentine Government undertakes to lend the Bolivian Government upwards of 22,000,000 pesos for road and rail construction. Of that sum, 12,200,000 pesos will be invested in the construction of the first section between the Argentine-Bolivian frontier and Villa Montes (64 miles) of the projected Yacuiba-Santa Cruz de la Sierra-Sucre Railway. Calls for tenders for the work and the provision of the necessary materials and rolling stock will be made by the Bolivian Government simultaneously in La Paz and Buenos Aires within 4 months from the date of the signing of the agreement.

The treaty now awaits formal ratification by the Argentine Congress.

Loan for B.A. Transport Corporation

After prolonged negotiations, arrangements have been completed between the corporation and a local financial syndicate comprising the *compañía Argentina de Electricidad, Compañía Industrial y Mercantil Americana, and Crédito Mobiliario y Financiero Bracht*, for a loan of 40,000,000 pesos to be used by the corporation in the purchase of the bus and *colectivo* lines still

operating as private and independent concerns. The relevant Government Decree approving the scheme has been issued.

As a condition to the granting of the loan, the corporation was required to effect certain economies in its working and other expenses, and these were estimated at \$19,675,000 a year. This figure, which it is stated is capable of being increased, is made up as follows:—\$3,825,000 in a saving on operating costs generally; \$3,850,000 representing the economy expected to result from modifications of a number of the corporation's contracts, and approximately \$12,000,000 a year resulting from the reduction of 2 per cent. for 8 years on the rate of interest payable on the capital of the corporation. The loan will be secured by an issue of debentures by the corporation, and the corresponding debenture contract signed by the corporation and the debenture trustees has been approved by the Government.

"Colectivo" Owners' Opposition

It is reported that some of the *colectivo* owners are objecting to the expropriation of their vehicles by the Corporation on the grounds that the scheme violates the right to work guaranteed by the Constitution, and assert that the Federal Courts which are dealing with the matter have no jurisdiction over the case. They also decline to accept the prices offered by the corporation, which they state are too low, and experts have been appointed to assess the value of the cars to be transferred to the corporation.

CHILE

Financial Aid to State Railways

To meet the financial difficulties of the State Railways, a law was promulgated on December 22 last, authorising the Central Bank to discount at 1 per cent. up to 150,000,000 pesos of drafts issued by the railways to cover purchases of materials in the local market. In addition, the Government is authorised to issue 310,000,000 pesos of 7 per cent. bonds, the service on which will be met by the Amortization Institute. These bonds will be turned over to the State Railways as a contribution by the State. Before they can be sold or pledged as security for loans, the State Railways must obtain the approval of the Government, which will also control the uses to which the proceeds of the transaction can be put. As a further measure of relief, the law reduces the annual payment which the railways must make to the Treasury from 7 to 2 per cent. of its income.

NORWAY

Railway Results

The official report on the Norwegian railways for the financial year to June 30, 1940, is restricted to the nine months ended March 31, 1940, because the statistical material relating to the last three months of the year was lost during the fighting which followed the German attack in the spring, 1940, it is officially stated.

The route length of the country's railways aggregated 3,967.1 km. (2,463.56 miles) on June 30, 1940, the same as a year previously. 3,828.2 km. (2,377.31 miles) constituted the State Railway system and 138.9 km. (86.25 miles) were of privately-owned lines. In the course of the period under review, the electric lines of the State Railway system had increased by 116.6 km. to 453.1 km.; the proportion of the electrified system was thus 11.8 per cent.

Financial Results

Financial results under review were unsatisfactory on the whole, but showed

some improvement towards the end of the period due to the curtailment of the road motor traffic and consequent increased railway traffic. The position is shown by the following figures:—

	1938-39	1939-40
	Kroner	Kroner
Receipts	89,970,000	104,470,000
Expenditure	101,830,000	105,290,000
Unfav. balance	11,850,000	820,000

Following are some particulars concerning railway receipts exclusive of receipts from the operation of road services:—

	1938-39	1939-40
	Kroner	Kroner
Passenger	36,480,000	43,720,000
Baggage	610,000	770,000
Conveyance of mail	3,990,000	3,490,000
Goods	42,760,000	50,040,000
Livestock	480,000	500,000
Various	3,920,000	3,970,000
	88,260,000	102,520,000

The performance of the State Railways for the nine months ended March 31, 1940, is shown below, and is compared with those attained in the two preceding full financial years:—

	1937-38	1938-39	July 1, 1939, to March 31, 1940
Train-km.	19,722,000	20,412,000	15,237,000
Passengers	21,606,000	22,500,000	17,481,000
Passenger-km.	699,123,000	736,133,000	591,219,000

THE FAR EAST

Shanghai

Since the occupation of the International Settlement at Shanghai, the Japanese occupation authorities have transferred the Shanghai wharves owned by shipping companies of the Allied Nations to Japanese companies. The South Manchurian Railways Company has acquired the Shanghai and Hongkew wharf of the China Navigation Co. Ltd.; the Pootung west and east wharves have been taken over by the Nippon Yusen Kaisha (N.Y.K.); the Jardine Matheson wharves have gone to the Yamashita Kogyo Kaisha; and the Blue Funnel Line (Holt) wharf to the Osaka Shosen Kaisha (O.S.K.). The Mackenzie and the Kailing Mining Administration wharves have been transferred to the Mitsubishi shipping interests.

JAPAN

Simplified Railway Tariff

The Ministry of Marine (Admiralty) has assumed control of all merchant shipping, and has given priority to labour and materials required by shipbuilding yards. No more passenger liners are to be built during the war, and the construction of freight vessels is standardised in six types, in addition to special types of tankers and ore vessels. The construction of wooden vessels by small yards is encouraged. Axis vessels in Japanese ports have been taken over, and allied vessels seized.

Due to the Chinese war, passenger traffic on the Japanese railways increased considerably. To avoid increase in booking office staff, the railway administration simplified the passenger tariffs by the introduction of round figure fares only. The existing fares were on the basis of 1.56 sen a km. third class, double fare second class, triple fare first class, up to 80 km., on a sliding scale to 800 km., remaining at 0.63 sen per km. above 800 km. The exact amount in sen was charged. Now only multiples of 5 sen are charged. It is reported that a considerable reduction in booking office staff's time has been achieved. The fares basis remains; it was changed in 1930 from 2½ sen a mile, which is equivalent to 1.56 sen a km., when kilometre distances replaced miles in the tariffs.

AMERICAN-BUILT LOCOMOTIVES FOR THE MIDDLE EAST

2-8-2 type engines built in record time

LATE in November last an order for a considerable number of 2-8-2 type locomotives was placed in America by the Ministry of Supply for service in the Middle East. The first to be completed was turned out on February 20, rather less than three months from the date of ordering. This must be considered a noteworthy achievement and especially so when allowance has been made for the fact that the design is new to meet the requirements of weight and load gauge. The engines are now being delivered in substantial numbers each month and the particulars and illustrations here given will show that whilst typically American in design the dimensions accord with those usually employed in British practice.

The locomotives are constructed for the standard 4 ft. 8½ in. gauge, and the 2-8-2 wheel arrangement was selected as the most suitable in order to provide for a relatively-high tractive effort at good running speeds for the limited weight on the driving wheels. High efficiency, usually associated with modern locomotive design and obtained by the use of special materials and various economy devices, was sacrificed for simplicity and ruggedness, special attention having been given to details with a view to easy maintenance, and repair or replacement in service. The basic design permits the use of either bituminous coal or oil fuel; the engine illustrated is a coal burning one.

The boiler is built of ordinary carbon steel, of flange and firebox quality, and is fitted with a type "A" superheater and front-end regulator. The cylinders are of cast iron, bolted to cast-steel bar-type frames; the latter have a rear extension bolted to the main sections which end at the back of the rear coupled wheels. The connecting and coupling rods have solid ends, and the crank pins are oil lubricated; the rods are fitted with extra-large oil reservoirs of rectangular construction, pressed and welded, and attached to the rods by means of a central stud and tack welded to the rod at the lower four corners of the reservoirs. Mechanical lubrication is provided for the main steam valves, cylinders, guide bars, crossheads, and the driving axlebox pedestal ways, and all the axleboxes of the locomotive and tender are fitted with oil cellars of special construction; lubrication is provided by means of a small

pump contained in the cellar and operated by the slight lateral movement of the axle. The injectors are of the non-lifting pattern designed to handle feed water at 132° F.

The cylinders with the steamchests above them are located outside the frames and drive the middle pair of coupled wheels; Walschaerts motion operating 10-in. dia. piston valves is employed for steam distributing purposes. The tender is carried on two conventional cast-steel side-frame type bogies. The tanks are of riveted construction carried on a one-piece cast-steel frame with integral front and back bumpers.

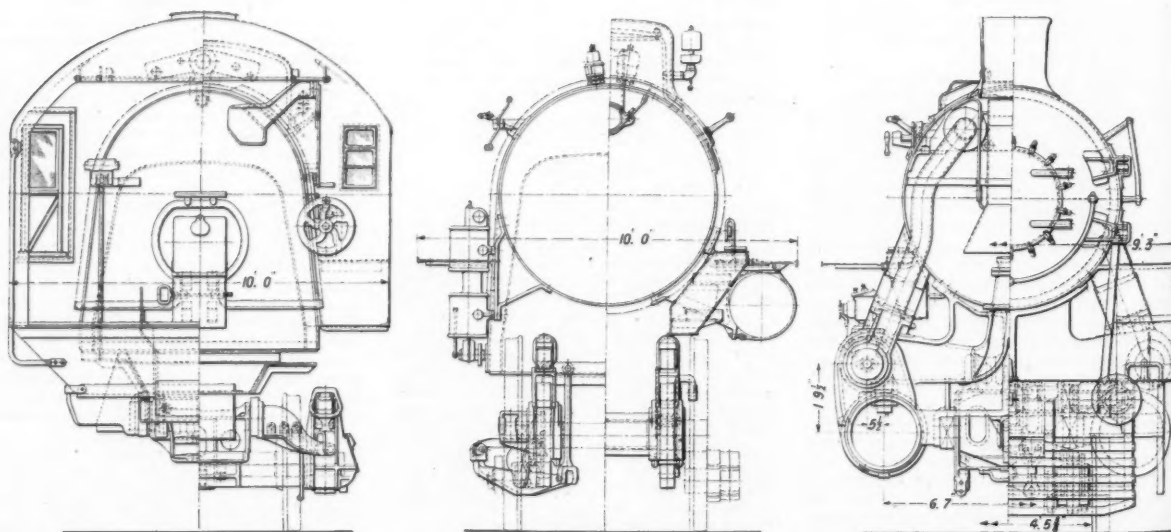
Several of the locomotives are being equipped for operation with steam brake on the engine and tender in combination with vacuum brake on the train, or with air brake on locomotive, tender, and train; others are being arranged to operate with steam brake on the engine and tender in combination with either air or vacuum on the train.

The main particulars are as follow:—

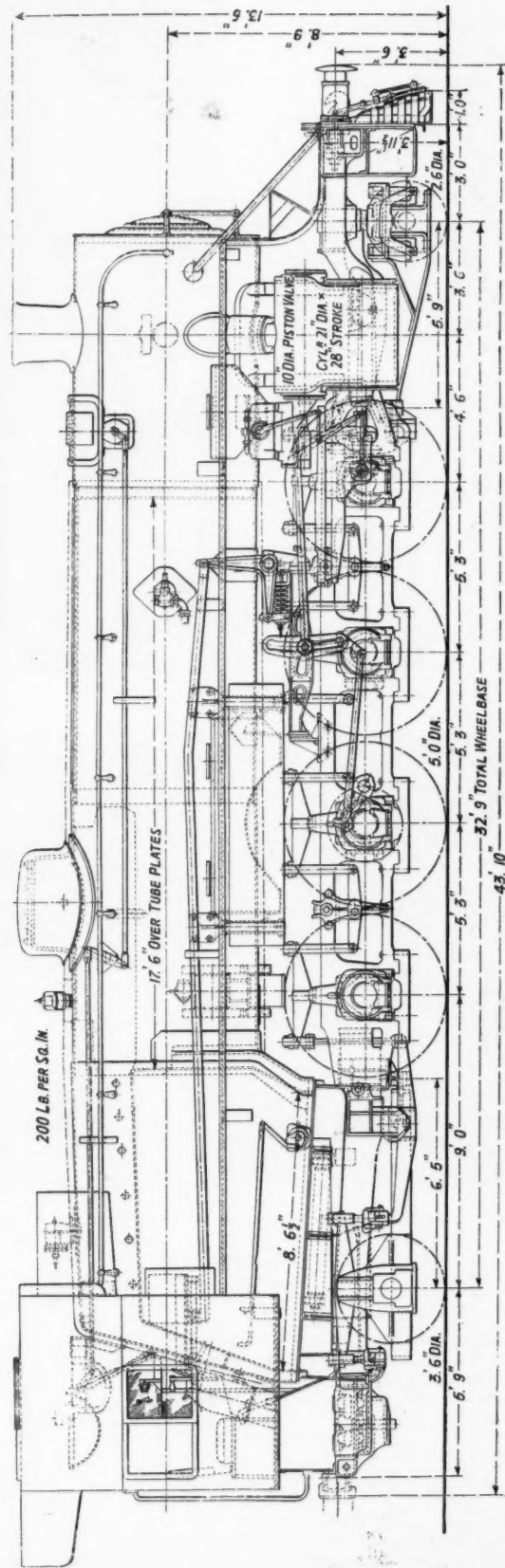
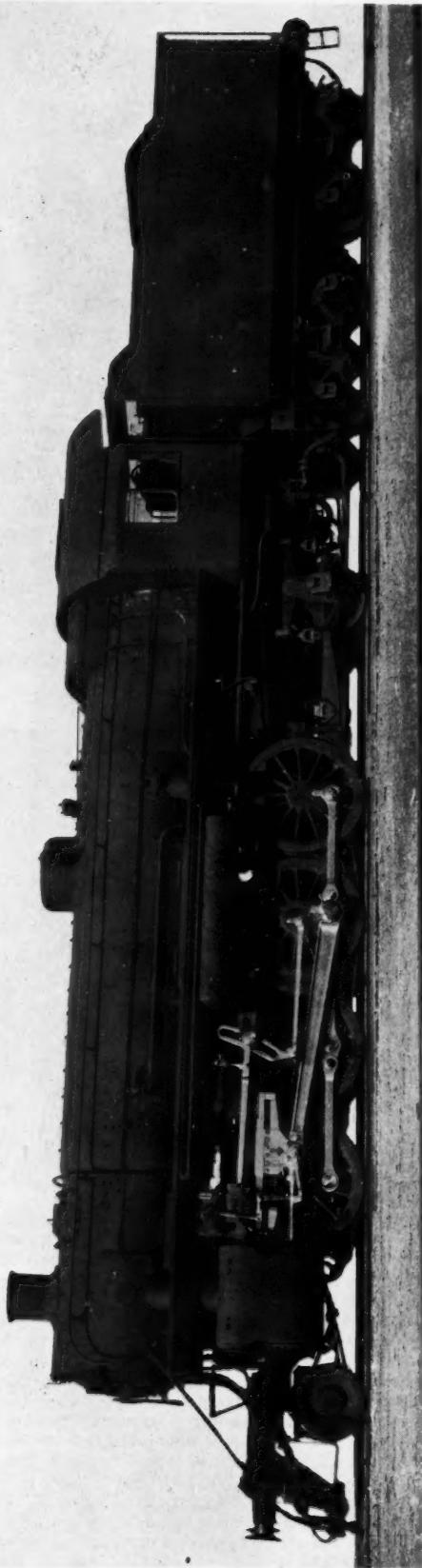
Cylinders, dia. ...	21 in.
Piston stroke ...	28 in.
Wheels, coupled, dia. ...	5 ft.
Wheelbase, coupled ...	15 ft. 9 in.
" engine ...	32 ft. 9 in.
" engine and tender ...	58 ft. 6 in.
Boiler dia., outside ...	5 ft. 8 in.
Working steam pressure ...	200 lb. per sq. in.
Heating surfaces:	
Large tubes (5½ in. dia.) ...	735 sq. ft.
Small tubes (2 in. dia.) ...	1,250 "
Firebrick tubes ...	17 "
Firebox and combustion chamber ...	162 "
Total (evaporative) ...	2,164 "
Superheater ...	623 "
Combined total ...	2,787 "
Grate area ...	47 sq. ft.
Tractive effort ...	35,000 lb.
Weight of engine in working order (long measure) ...	89 tons 13 cwt.
" tender in working order (long measure) ...	54 tons 4 cwt.
Total ...	143 tons 17 cwt.

The tender bogies have wheels 3 ft. dia. The tank capacity is 6,500 U.S. gal., and coal capacity 9 (short) tons. In the case of the oil-burning engines the fuel capacity is 2,500 U.S. gal.

We are indebted to the Ministry of Supply for the above information and the originals from which are reproduced the illustrations below and on pages 549 and 550.



Cab and cross sectional views of 2-8-2 type locomotives for the Middle East



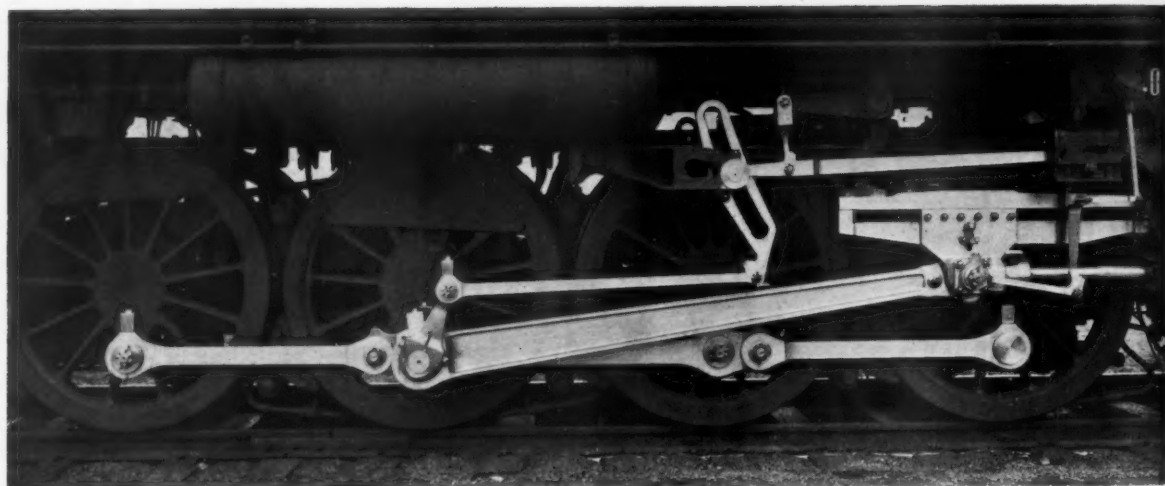
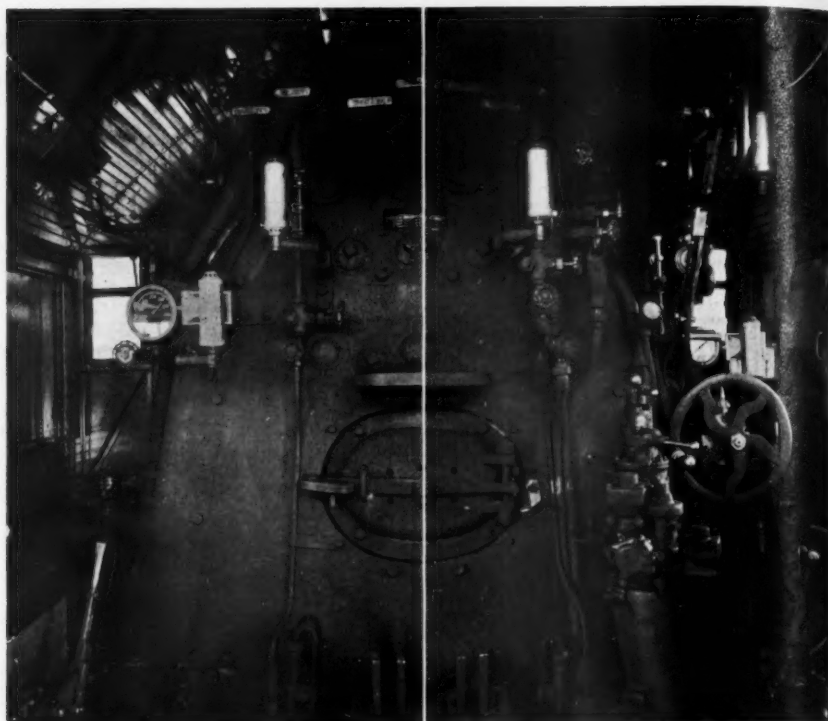
Locomotives of the 2-8-2 type as illustrated above are being built in America for service in the Middle East

AMERICAN-BUILT LOCOMOTIVES FOR THE MIDDLE EAST

(See article on page 548)

Right: Interior of cab. The spacious proportions and simplified arrangement of controls will be noted

Below: Close up view of the Walschaerts valve motion and drive for mechanical lubricator



The 39-ft. American Rail

It is doubtless a matter of some surprise to British permanent way engineers that American railways in general still adhere to 39 ft. as their standard length of rail, so much so, indeed, that the rails rolled in American mills for British railways during the present war have been 39 ft. long instead of the British standard length of 60 ft. or 90 ft. It has been previously explained that in the U.S.A. mill layouts are chiefly responsible for this limitation, with the result that substantial supplementary charges are made for longer lengths, and that the length of rail which can be accommodated on standard American rail wagons is another controlling factor. A discussion recently in our American contemporary *Railway Engineering & Maintenance* shows that American railway engineers are fully alive to the desirability of longer rails, in that they require fewer joints and less maintenance, and also

give smoother riding. At the same time there are appreciable difficulties involved in changing over to a longer length, preferably 78 ft., which would make it possible to lay down one rail in place of every two now in the track. Apart from cost, one difficulty is handling. A 78-ft. rail of the 131-lb. section weighs 30 cwt., and of the 152-lb. section 35 cwt., and crane equipment is almost essential to lift either. The greatest concern of American permanent way authorities, however, is the amount of individual replacement of rails now necessary to replace those that have developed defects, especially transverse fissures, and if these replacements had to be made at remote places with heavy 78-ft. rails, delay to traffic and the labour cost involved might both be serious. Until the prevalence of rail defects is reduced, therefore, it is unlikely that any concerted move towards longer rails will be made in the United States.

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RAILWAY NEWS SECTION

PERSONAL

SOUTHERN RAILWAY

The directors of the Southern Railway Company announce that Mr. Gilbert S. Szlumper has been released from Government service. He has resigned his appointment as General Manager of the company and, at the request of the Railway Companies' Association, has undertaken special duties on its behalf. The following substantive appointments have been made as from April 1:—

Mr. Eustace J. Missenden, who has been

years worked in various sections of the Engineer's Department. In 1910 he was appointed Chief Assistant to the Central District Engineer, and three years later became Resident Engineer-in-Charge of trackwork, etc., of the London & South Western Railway electrification scheme, and also the Hampton Court flyover line. He was made Assistant to the General Manager in February, 1914, and acted as Secretary to the Railway Executive Committee during the war of 1914-19. In 1919 he returned to the L.S.W.R. as Deputy Docks & Marine Manager at

Trade as adviser on transport problems, and was selected by the President to look after the movement of coal during the winter of 1941-1942, during which little was heard of the troubles of coal movement experienced during the previous winter. Mr. Szlumper now retires from active railway service, but, at the request of the Railway Companies' Association, will advise them on certain matters of importance common to the four main line companies.

Mr. Eustace James Missenden, who has been General Manager of the Southern



Mr. Gilbert S. Szlumper, C.B.E.



Mr. E. J. Missenden, O.B.E.

General Manager of the company since the outbreak of war in Mr. Szlumper's absence, to be General Manager.

Mr. John Elliot, Deputy General Manager in Mr. Szlumper's absence, to be Deputy General Manager.

Mr. Gilbert Savil Szlumper who has been released from Government service and has also resigned from the General Managership of the Southern Railway Company, was born in 1884. He was educated at King's College School, and the Engineering Faculty, King's College. He is the only son of the late Mr. A. W. Szlumper, formerly Chief Engineer of the Southern Railway. Mr. Gilbert Szlumper joined the staff of the London & South Western Railway in 1901 and for some

Southampton, and at the end of 1920 became Docks & Marine Manager, L.S.W.R. He was appointed Docks & Marine Manager of the Southern Railway in June, 1923. He became Assistant General Manager on May 1, 1925, and retained the position of Docks & Marine Manager until 1927. On October 14, 1937, Mr. Szlumper assumed the office of General Manager, and held this position until September 25, 1939, when he was appointed Director-General of Transportation & Movements, War Office. Mr. Szlumper was a member of the present Railway Executive Committee from September 1 to 24, 1939. In July, 1940, Mr. Szlumper was appointed Railway Control Officer at the Ministry of Transport, and in August, 1941, he joined the Board of

Railway since the outbreak of war in Mr. Gilbert S. Szlumper's absence and who has now been appointed substantive General Manager, entered the service of the former South Eastern Railway in 1899, and after several years' experience in station working, was transferred to the office of the Superintendent of the Line in 1906. He was appointed Assistant to the District Superintendent, Eastern Division, in 1912, and in 1914 was transferred as Assistant to the London District Traffic Superintendent. Mr. Missenden, after acting as London District Superintendent during 1919, was appointed London District Traffic Superintendent in 1920. On the amalgamation in 1923, he became London (East) Divisional Operating Superintendent, Southern

Railway, and was appointed Assistant Superintendent of Operation in 1930. In September, 1933, Mr. Missenden was appointed Docks and Marine Manager. In October, 1936, he succeeded Mr. E. C. Cox as Traffic Manager of the Southern Railway, a position which he continued to hold after his assumption of the responsibilities of the General Managership at the outbreak of war. Mr. Missenden is a member of the Railway Executive Committee and a director of Carter Paterson & Co. Ltd., Hay's Wharf Cartage Co. Ltd., Pickfords Limited, Chaplins Limited, Norman E. Box Limited, Garlick Burrell & Edwards Limited, and of the East Kent Light Railways Company.

Mr. John Elliot, who is confirmed in his appointment as Deputy General Manager, Southern Railway, has performed the duties of that office since September, 1939, before which he was Assistant General Manager. He joined the Southern Railway in 1925, and was successively Public Relations Officer, Traffic Development Officer, and Assistant Traffic Manager, and was largely responsible for the commercial reorganisation policy which the company followed from 1930 onwards. Air Raid Precautions, both before the war and during it, has been largely in his hands, and he has played an active part in the organisation of the S.R. Home Guard in which he is Major and 2nd in command of a London S.R. Battalion. During the last war Mr. Elliot served in France and Belgium with the 3rd Hussars. He was educated at Marlborough and Sandhurst, and before adopting railways as his profession, worked for a short time on a number of newspapers. He visited the United States and Canada in 1935 to study transportation in those countries; he is a director of Railway Air Services Limited, Jersey Airways Limited, Guernsey Airways Limited, the Devon General Omnibus & Touring Co. Ltd., Southern National Omnibus Co. Ltd., and Southern Vectis Omnibus Co. Ltd.

Mr. A. H. Cantrell, B.Sc. (Eng.), London, Assoc.M.Inst.C.E., Engineering Assistant, London East Divisional Engineer's Office, Purley, Southern Railway, who, as recorded in our April 17 issue, has been appointed Assistant Divisional Engineer, London East Division, as from May 1, was on the staff of the Bridge Stress Committee of the Department of Scientific & Industrial Research from 1924 to 1927. He joined the staff of the Chief Engineer, Southern Railway, in 1927 as Draughtsman in the Bridge Office. After a few months, Mr. Cantrell was appointed Resident Engineer on bridge reconstruction schemes at St. Mary Cray and Balham, and was responsible for the re-alignment of track from Chislehurst to Medway Bridge, Rochester. In 1930 he transferred to the New Works Office and was appointed Resident Engineer for the first few months of the reconstruction of Haywards Heath Station. Mr. Cantrell returned to the Bridge Office at Waterloo in 1931 and was engaged on bridge design, including the scheme for the fly-over at Wimbledon. In 1935, Mr. Cantrell transferred to the office of the Divisional Engineer, London East Division, London Bridge, and concentrated on bridge maintenance and permanent way. He was appointed Engineering Assistant in the same office in 1939, carried out investiga-



Mr. John Elliot

tions of rail welding and supervised the "blanketing" of the track near Hildenborough and the removal of the slip south of Sevenoaks Tunnel in 1939, as well as alterations to track, tunnels, and platforms required for the electrification to Chatham. Mr. Cantrell was commissioned in the Royal Engineers, Supplementary Reserve, in 1929, and became Adjutant on H.Q. Railway Transportation Stores Group. In 1938 he transferred with the rank of Captain as one of the first two officers in Movement Control. He went to France on the outbreak of war and was later appointed Deputy Assistant Director of Transportation (Movement Control) of the Railhead Area at Arras (with the rank of Major) and later in Belgium. He returned via Dunkerque to take up a similar appointment on H.Q. Scottish Command, and later became O.C. of a Railway Construction Company, R.E.

Mr. P. J. Floyd, Traffic Manager of the Great Southern Railways, Eire, from 1928-1942, whose retirement was recorded in our February 20 issue, has been the recipient of three presentations. Members of the G.S.R. Traffic Officers' Conference have given him a silver salver inscribed with their autograph signatures. On March 9 the Chief Officers of the Great Southern Railways presented Mr. Floyd with an inscribed gold watch. The Traffic Officers Conference at the Irish Railway Clearing House, on April 21, gave Mr. Floyd a pair of Waterford cut-glass decanters, and sets of liqueur and sherry glasses.

Mr. L. H. Watts, a director of the Dorada Railway Co. Ltd., has been appointed a director of La Guaira & Caracas Railway Co. Ltd.

Mr. C. J. Selway, C.V.O., C.B.E., who retired recently from the position of Chairman of the Railway Executive Com-

mittee Passenger Committee, which he had occupied since September, 1938, has been presented by his colleagues with an inscribed gold pencil.

L.M.S.R. STAFF CHANGES

Mr. E. A. Webb, Resident Locomotive & General Storekeeper, Derby, to be Resident Locomotive & General Storekeeper, Crewe, vice Mr. A. J. Allenby, promoted.

Mr. C. F. Havord, Deputy Locomotive & General Storekeeper, Crewe, to be Resident Locomotive & General Storekeeper, Derby, vice Mr. E. A. Webb.

Mr. J. W. Starkey, Signal & Telegraph Inspector, Bolton, to be Area Technical Assistant, Signal & Telegraph Department, Chester, vice Mr. E. W. Whittingham, retired.

Mr. W. Pitt, Assistant Yard Master, Miles Platting, to be Yard Master, Crofton Junction, vice Mr. H. Brook, retired.

Mr. Lawrence Douglas D'Mello, Stationmaster, Pegu, Burma, has been awarded the M.B.E.

The King has approved the award of the D.S.O. to Captain (temporary Major) (Acting Lieut.-Colonel) William Hilary Prendergast, Corps of Indian Engineers, in recognition of gallant and distinguished services in Burma.

Sir Edward Beatty has resigned the Presidency of the Canadian Pacific Railway Company because of the state of his health, but will continue to act as Chairman of the company. He was taken ill in March, 1941, and there has been a marked improvement in recent months, but his doctors have advised him that early and complete recovery can be reached only if he divests himself of some of his burdens and responsibilities.

Mr. D'Alton C. Coleman has been elected President of the Canadian Pacific Railway Company in place of Sir Edward Beatty, resigned. He was elected a Director and Vice-President in 1934.

The barony of the United Kingdom conferred by the King on Lieutenant-Colonel the Right Hon. J. T. C. Moore-Brabazon, Minister of Transport, 1940-41, was gazetted on April 23 with "the name, style, and title of Baron Brabazon of Tara, of Sandwich in the County of Kent." The letters patent are dated April 27.

BOLIVIAN ROAD CONSTRUCTION

The Bolivian Government continues to press on with the important question of internal communications, and the present budget contains provision for no less than 100,000,000 bolivianos for road repair and construction. The roads actually under construction are four in number: from La Paz to Apolo, from Cochabamba to Puerto Mamoré, from Tarija to Fortín Campero, and from Santa Cruz to Camiri. There is also the highway from Cochabamba to Santa Cruz, the cost of which is to be defrayed out of a loan of \$10,000,000 from the American Export-Import Bank, authorised by the United States Government.

Transport Services and the War—138

The London Passenger Transport Board has given poster intimation to the travelling public that some 17,600 members of the London Transport staff are in the Forces; 10,800 women have joined the board's service to replace many of these.

Argentine Railwaymen Aid War Effort

The non-British staffs of the Buenos Ayres Great Southern, Western, and Midland Railways of Argentina, have sent £2,550 to Great Britain for the purchase of ten trailer canteens. So far these staffs have presented to Great Britain two ambulances, 25 canteens, and six sets of equipment for rest centres.

New Road to Kabul

Among many improvements in the communications between India and the neighbouring countries which are being effected, is a re-alignment of the road to Kabul along the Kabul River valley, linking India and Afghanistan. The works now being executed will shorten the route between Peshawar and Kabul (at present 195 miles) by more than 30 miles, and will result in making available an all-weather road. Between 4,000 and 6,000 Afghan labourers are said to be engaged on the work. This re-alignment will also avoid the difficult stretch through the Lataban Pass, which reaches 18,000 ft. above sea level and is snow-bound for part of the year. The new route is being cut through the precipitous gorge at Targigharu between Jalalabad and Kabul.

The India-Persia Railway

It is reported from Delhi that the railway from Quetta to Zahidan (Duzdap) in Persia will shortly be open for regular traffic. The line to Duzdap, which is built to the Indian standard gauge of 5 ft. 6 in. was completed towards the end of the last war, but it was found during the subsequent years of peace that traffic did not justify its being worked beyond Nok Kundi, which has accordingly been the terminus for many years past. We believe that the permanent way onwards to Duzdap (now called Zahidan) was left in position and not dismantled, but relaying or rehabilitation as necessary seems to have taken somewhat longer than was thought last September. At the time of the military occupation of Persia there was no indication that military forces were sent to Persia from India by this route, although in September it appeared that supplies for Russia were already being sent this way from India, by rail via Quetta and Nok Kundi, and thence by road via Birjand and Meshed to the Trans-Caucasian Railway. The line from Quetta to Zahidan formed the subject of an article (with map) at page 325 of our issue of October 3, 1941.

C.N.R. Munitions

After making his first official inspection of the new plant in Point St. Charles of the National Railways Munitions Limited, a subsidiary of the Canadian National Railways, where the manufacture of 12-pounder Mark V naval guns is now in full progress, the Hon. C. D. Howe, Canadian Minister of Munitions & Supply, stated on March 21 that these guns even then were being shipped to India and to Australia. This plant, which was designed by architects and engineers of the railway, will be used after the war as a car repair shop for the Canadian National Railways. The construction of the building and the

beginning of production represented a record in speedy work. The first sod of the building was turned on December 26, 1940, and production was begun on January 3, 1942. At present 500 men and women are employed at the plant, and the staff is gradually being increased as workers are trained for their special tasks. Peak production will be reached when the workers total about 1,500. The new shop measures 505 ft. by 513 ft., and is laid out in eight longitudinal bays. The frame is of structural steel and the roof of laminated timber construction. Ample natural light is provided from wall windows, skylights, and monitor sash. The total area of glass in the walls is 33,000 sq. ft., and in the skylight 64,000 sq. ft., which amounts to approximately 25 per cent. of the whole area.

Trams Must Continue in Canada

The Deputy Transit Controller for the Canadian Federal Government has ruled that no city in Canada will be permitted to discontinue any tramcar service for the duration of the war. Recently several municipalities have been required to restore to service abandoned tram lines.

U.S.A. Motor Fuel Rationing

From May 15 motorists in the 17 Eastern States of America are to be rationed to a weekly allowance of petrol varying between 2½ and 5 gallons.

U.S.A. Rail Fire Unit

What is described as the first defence railway car in the U.S.A., equipped with modern fire and incendiary bomb fighting apparatus, is being kept on a siding at Boston ready for transfer to the site of any air raid in the neighbourhood. The unit carries two 500-gal. a. min. pumps, six lines of hose, and miscellaneous auxiliary apparatus, including first aid kit. Recently the unit was used at a test demonstration at Lynn (Massachusetts), where a fire was started for the purpose. Within 41 minutes the car personnel covered the 15 miles from their base to the scene of the fire, set up their equipment, and began tackling the burning building.

The Illinois Central and the War

A considerable portion of the annual survey of the Illinois Central Railroad, covering the year 1941, is devoted to the story of the company's timely preparations for eventualities which culminated in war during the last month of the year. Prefacing its survey with the remark that nearly everything in transport which is done well nowadays is contributing towards winning the war, it outlines various special ways in which the Illinois Central Railroad has responded directly to the war effort. Some 800 members of the company's organisation are already in the Armed Forces, and many others are lending their experience to enterprises developed and expanded by the war. Military passenger movements via the Illinois Central in 1941 consisted of 8,592 carriages carrying 295,607 men, handled partly on regular passenger trains and partly on 686 extra trains. To provide the reserve of equipment known to be needed for military movements, 16 poorly patronised passenger trains were discontinued, coach equipment was removed from mixed trains generally, and arrangements were made to double and pool coaches from terminals. These changes released 79 passenger carriages, and 56 miscellaneous passenger train carriages

were converted into luggage express carriages to meet the requirements of military movements.

Freight movements involving defence and the war are in many cases difficult to identify, but the Illinois Central has a record of 105,000 carriages—cumulative to the end of 1941—handled by the railway in connection with the construction and development of 82 camps and plants on or near its system. This was principally preparatory traffic—the camps and plants will continue to produce more and more business when all are in operation. In the course of 1941, 17 new defence industries were located on Illinois Central system. They will produce an estimated annual freight traffic of nearly 65,000 wagons. The company has delegated an experienced traffic agent exclusively to every new defence plant located on its lines, for the purpose of rendering the utmost service during both construction and operation. During 1941 the company was called upon to sell to the United States Government, for defence plants constructed adjacent to its properties, some 300 goods wagons and some 27,000 tons of rail, plus track accessories.

Although the company's production of scrap materials was less plentiful during 1941 than heretofore, owing to a lessened rate of retirement of track and of metal-bearing equipment, it sold 87,000 tons of scrap in 1941, bringing in revenues of \$1,574,000 at a price approximately \$2 a ton higher than in 1940. The protection of the property against wartime sabotage, begun in December, 1941, will probably increase expenses in 1942 by more than \$425,000.

Sorocabana Railway Equipment Priority

The United States War Production Board has granted a high preference rating, known as A-3, for equipment to electrify part of the Sorocabana Railway, which serves rich industrial and agricultural areas in Southern Brazil. The Brazilian transport system is of strategic importance to Western Hemisphere defence as a carrier of materials vital for industry.

Air Service between the Belgian Congo and South Africa

A regular fortnightly air service between Elizabethville and Cape Town has been inaugurated by the Sabena (Belgian) air line. The first plane to make the trip was



Design of new symbol, in black and red, brought into use at L.N.E.R. London termini and Finsbury Park on Monday last, May 4

a Lockheed 18 equipped to carry fourteen passengers. Leaving Leopoldville on January 27, it called at Kikwit, Tshikapa, Luluabourg, and Bukama, and reached Elizabethville, where the first night was spent. The next day the flight was continued to Johannesburg, via Lusaka and Bulawayo, where stops were made. The second night was spent at Johannesburg, and the aircraft proceeded on the third day to Cape Town, calling at Bloemfontein and Beaufort West. The return journey was begun on the fourth day and completed on the sixth day. Cape Town passengers are now able to make the round trip in fourteen days, allowing for a stay of eight days in the Belgian Congo.

German Wagon Loading

For a long time past, railway wagons operating on the Reichsbahn have been loaded up to one ton in excess of their stated capacity, for service within Germany. Under a recent Decree it seems that this practice has now been authorised in respect of traffic proceeding between Germany and the occupied territories of Holland, Belgium, France, Italy, and Slovakia.

Transport Allocation in Germany

From recent statements in the *Kölnische Zeitung* it appears that the German authorities are endeavouring to divert rail traffic from the railways to the Rhine, and to divert to the railways short-distance traffic from the German reaches of the Danube in order to avoid the use for this purpose of shipping which is urgently needed for long-distance traffic on this river. The first measure has been effected by prohibiting the acceptance by the Reichsbahn of goods to be transported from Strasbourg, Kehl, Karlsruhe, or Mannheim to places on the middle or lower Rhine or on the Dutch or Belgian reaches of the Rhine. The second measure has been effected by a Decree prohibiting the use of the Danube for the transport of goods between Regensburg and Linz and Vienna. In view of the heavy pressure on shipping in both directions on the Danube, certain tariff reductions for the transport of goods on this river have been abolished as from April 1.

German Railway Traffic on the Eastern Front

An article in the *Deutsche Allgemeine Zeitung* for April 2, explaining the severe curtailment of personal travel in Germany, described the hardships endured by railway personnel and the damage inflicted on railway material of every kind during the winter campaign on the Eastern Front. The winter in the East was 'absolutely fatal' for railway material. As the striking force of the Army was fundamentally dependent upon the solution of the transport problem, the locomotives and wagons of the Reichsbahn had to be used to the utmost, without any regard to the losses and to the serious damage which were unavoidable in extreme cold. In addition to goods wagons, railway carriages were needed in great numbers for such purposes as hospital trains, trains with apparatus for fumigation, laboratory trains to fight epidemics, and so forth. In the Occupied Eastern Territories there is no base at which repairs can be carried out, and trains with repair apparatus had to be provided.

Gyékényés Railway Bridge, Yugoslavia

In the course of the fighting in Yugoslavia in the spring of 1941, the bridge carrying the main Zagreb-Budapest railway line over the River Drava between Kopriv-

nica (in Croatian territory) and Gyékényés (Hungary) was blown up by the Yugoslav Forces. Reconstruction was begun in June, 1941, and carried out jointly by the Croatian and Hungarian State Railways, although the bridge is entirely in Yugoslav (Croatian) territory, which extends for a distance of about 985 ft. beyond the northern bank of the River Drava. The cost of the reconstruction, Kuna 10,000,000, was borne by both countries in the proportion of 50:50. The bridge was reopened to traffic on December 19, 1941. Earlier reference to this bridge was made at page 466 of our April 10 issue.

Belgrade-Sofia Fast Trains

The operation of fast trains between Belgrade and Sofia was resumed early in February last with two trains a week in each direction. From March 3, there have been daily fast trains in service between the two capitals. The distance between Belgrade and Sofia is 410 km. (255 miles).

Serbian Cereal-Growing along Railways

As reported in THE RAILWAY GAZETTE of December 19-26, 1941, page 676, the German occupation authorities in Serbia ordered that both sides of important railway lines should be cleared from woods, shrubs, and bushes, to a depth of 500 metres (1,640 ft.), with a view to eliminating places of hiding and ambush used by the Yugoslav Patriots operating against the railway lines. A further order issued in March prescribes that barley, oats, and beans are to be grown in the zones so cleared.

Jugoslav Travel Bureaux

Putnik, the Yugoslav Travel Bureau, once well-known to British and Continental tourists to Yugoslavia, has been divided into two separate organisations. The one for Serbia, named Srboput, was founded at the end of March, 1942, and has a share capital of Dinars 2,000,000, jointly subscribed by the Serbian State and by the Vienna branch of the Mittel Europäische Reisebureau (M.E.R.). The Croatian organisation, called Croatian Put (Hrvatski Put), was founded at the end of 1941 and has a share capital of Kuna 2,000,000. It is a wholly state-owned concern, placed under the Ministry of National Economy. The headquarters of the Srboput is at Belgrade, and that of the Hrvatski Put at Zagreb. The Serbo-Croat words *Putnik* and *Put* mean traveller and travel respectively.

Bulgarian Goods Rates Increased

Goods rates were increased on the Bulgarian State Railways from April 1; ordinary goods by 25 per cent., express goods by 30 per cent., and parcels, luggage, and dogs, by 20 per cent.

Jew Travel Banned in Bulgaria

Since April 1, Bulgarian Jews or Bulgarians of Jewish extraction have been barred from undertaking any journey by railway in Bulgaria without being in possession of a special authorisation to travel, issued by police offices in cases of exceptional urgency.

Railway Developments in Bulgaria

The conversion from 2 ft. to standard gauge of the Struma Valley line is being continued southward from Gorna Djumajia and reached Simeti before the end of 1941. Further south, the new Kulata to Demir Hassar line in occupied Greece was brought into operation on November 29 as a 2-ft. gauge extension of the Simeti-Kulata section.

In the present year work is being continued on the new line from Sinedel (on the Varna line) to Mourna, 25 miles in the direction of Kazilik, and on a further extension of the 2 ft. 6 in. branch from Sarambey on the Sofia-Plovdiv main line, southward towards Nevrokop. This branch is now in operation as far as Belitza, and construction is in progress on the 12½-mile section from Belitza to Banyaško.

Plans have been approved, and construction is to begin shortly, on a relief line from Batanovtzi (a station between Pernik and Radomir on the Sofia-Gueshevo line, 25 miles from Sofia) to Kostinbrod (on the Sofia-Nish main line, 10 miles from Sofia). This relief line has become desirable because of the increased traffic on the Pernik-Sofia line, since the opening of the Kulata to Demir Hassar section, mentioned above, and the heavy shipments of coal from the Pernik coal mines. The new line will be 37 miles long, with maximum gradients of 1 in 80.

New Motor Roads in Bulgarian-Occupied Territory

Motor roads are under construction from railheads and road termini in Bulgaria to stations on the Nish to Ghevgheli and Demirhissar to Svilengrad lines. The principal of these roads are:—

1. From Dragoman via Piroto to the new frontier near Bela Palanka.
2. From Trn, west of Sofia, to the new frontier station of Leskovac.
3. From Trn, southeastward, to Vladicin Han station on the Skopje line.
4. From Gueshevo railhead to Kumanovo station on the Skopje line.
5. From Petritch railhead westward to Strumitza.
6. From Kulata to Demirhissar.
7. From railhead north of Nevrokop to Seres station on the Thracian line.
8. From inside the old frontier to Xanthi on the Thracian line.
9. From Momtchilgrad railhead to Komotini on the Thracian line.
10. New and improved roads in Bulgaria proper connecting with the new frontier roads.

The Railway Position in Iraq

The outstanding factor in the operation of the Iraqi Railways during the year ended March 31, 1941, the report on which has recently been received, was the opening on July 15, 1940, of the Baiji to Tel-Kotchek section of the standard-gauge line, thus linking the Iraqi Railways with Syria and Turkey. The closing of the Mediterranean to merchant shipping in June, 1940, caused much traffic for Turkey and the Balkans to be diverted to the port of Basra for carriage by rail via Tel-Kotchek. A considerable traffic for Palestine and Egypt was also shipped to Basra for carriage by rail to Baghdad for re-forwarding, either by rail to Samakh, on the Syrian-Palestine frontier, or by the desert route via Transjordan. This, together with the through booking of goods to and from Syria, meant a considerable increase in the tonnage moved during the year and corresponding increase in revenue.

In consequence of the completion of through railway communication, the 11 diesel-engined lorries and 16 trailers garaged at Mosul, and operating between Mosul and the standard-gauge railhead, ceased to function and were eventually sold. At the same time the service given by three diesel-engined buses stationed at and operated from Kirkuk to carry Simplon-Orient Express passengers to and from Mosul was discontinued. This discontinuance greatly reduced the patronage of the rest houses at Mosul and Kirkuk. The international situation also affected travelling on the Simplon-Orient Express route. From June, 1940, passengers were not booked beyond Istanbul.

RAILWAY AND OTHER MEETINGS

Bengal & North Western Railway Co. Ltd.

The ordinary general meeting of the Bengal & North Western Railway Co. Ltd. was held on April 30 at the registered offices of the company, 237, Gresham House, Old Broad Street, London, E.C.2. Lt.-Colonel T. Gracey, R.E., Chairman of the company, presided.

The Chairman's statement, which had been circulated with the report and accounts, was as follows:—

Following last year's procedure I again circulate, with the directors' report and accounts, a statement in place of my usual speech. Due to delays in communications with India complete accounts were not available to permit of the general meeting being held at the usual time, but the board had sufficient information in January last to enable it to exercise its powers under the Articles of Association and declare a second ad-interim dividend which was paid at the usual time on February 2. As was then intimated, the board, taking into consideration the approaching termination of the company's contract, appropriated to profit and loss account the interest accruing from the reserve fund, and distributed a total dividend of 18 per cent. for the year. The carry forward increased by £17,783.

This is the result of a satisfactory working year showing increases in both goods and coaching traffic and freedom from any heavy flood damage expenditure on the company's lines. I need not enlarge on the accounts or give more than brief particulars of the company's activities in India. The usual standard of efficiency has been maintained in spite of the difficulties imposed by the war.

Notwithstanding the abnormal and uncertain trade conditions pertaining at the present time, traffic earnings for the half-year ended March, 1942, are expected to be not unfavourable, but developments in the Far East may still further upset the commercial equilibrium at any time. Furthermore, the loss of carrying capacity brought about by Government requisitioning an appreciable proportion of our engines and goods stock for war purposes may be expected to affect working results adversely. Further participation in the war effort is the manufacture of munitions in the locomotive workshops and the release of men for military service. Of the superior establishment practically the entire staff of the younger British officers have gone and the latest information from India tells that up to September last, twenty-three upper subordinates had been released and a large number of recruits trained for various military units. Vacancies in the officer grades have been filled by promoting and engaging Asiatics in a temporary capacity.

The work of raising, bridging, and doubling the main line between Sonapur and Chupra on the company's railway has been practically completed. Double line operation was introduced last October. Improving the track by relaying with heavier rails and regirding bridges, a long term policy in preparation for future developments—heavier traffic and higher speeds—which has been in progress to a regular programme has had to be deferred, as due to war demands the Government of India has stopped the supply of rails, etc.

The Agent reports that the staff of all

grades continues to work loyally and well and he confidently believes that despite political agitation and with the grave realities of war approaching ever nearer to India will show no relaxation.

The feature of special interest at this time is naturally the termination of the company's contracts. In November last stockholders were notified that the Government of India had decided to exercise its option to purchase the company's railways on December 31, 1942, and formal notice of that decision was received by the board on December 11, 1941. All who have had any concern with these railways, not only as stockholders, but the trading and travelling public in India as well, will be interested to know that before the Government of India's decision was announced the board of directors was invited to discuss the future of the company's contracts.

Last July, the following communication was received from the Secretary of State:—

"I am directed by the Secretary of State to refer to the existing provision in the contracts with your company in respect of their own lines. As your board are aware, the position at present is that if the original contract of 1882, as modified by various supplemental contracts, is not determined in 1942 by notice of purchase, it continues until it is terminated by efflux of time in 1981, at which time the company would receive only the fair value of the rolling stock, etc., as provided in Clause 56 of the original contract. At the same time, the company have no power to continue the working of the Tirhut State Railway after the end of the year 1942 unless a further agreement in relation thereto is come to by the parties.

"With a view to the further consideration of the question by the Government of India, I am to enquire whether your board would be prepared to consider a continuance of the contracts for the company's line and the Tirhut State Railway with an option of purchase of the former in 1952, 1962, and 1972, in each case accompanied by a proportionate reduction in the capital sum payable on purchase as fixed in 1932 contract, and provision possibly for an annual payment to Government from the earnings of the company's lines.

"If your board are prepared to consider the continuance of the contracts on some such terms as those indicated above, the Secretary of State suggests that discussion with this office might be useful and, if your board agrees, would be glad to nominate representatives for the purpose."

Several meetings were held between the Secretary of State's representatives and those deputed by your board.

In the course of these, your representatives offered substantial concessions which in their judgment and that of your board were the utmost which, in view of all circumstances, they could recommend you to accept.

These offers, however, failed to satisfy the Government of India, which gave notice terminating the company's contract, thus bringing to a close a venture by British investors which under the management of a series of wise and prudent men achieved success, not only to

the benefit of stockholders and the Government of India, but to that of the country their railway has served throughout the sixty years of its existence as well.

Brief mention of the company's record is appropriate at this my last opportunity of addressing you. Floated in 1882, the original contract was modified by a supplementary contract in 1886, under which the company received no guaranteed interest or assistance from Government further than that land was provided free of cost. The contracts provided for termination in 1981 when the line and all its appurtenances would become the property of Government on payment to the company of the value of rolling stock, movable machinery, plant and stores, and in addition the refund of all further capital expenditure after 1912 with some exceptions. Government had the option of purchase in 1932, subsequently extended to 1937 or 1942, on terms embodied in the 1932 contract which defined the price the Government of India has to pay within four months after December 31 of this year. Government pays interest at the rate of 4 per cent. per annum on unpaid balances from January 1, 1943.

The earlier years of struggle to bring some return to those who risked their money in this venture caused much anxiety to the administration of those times. For the first ten years the stockholders received 4 per cent. or less on their stock and the first dividend of 5 per cent. was paid in 1897 and 6 per cent. in 1905, by which time the far-sighted policy of sound and economical construction, together with the carriage of passengers and freight at the lowest possible fares and rates, essential to encourage and develop the resources of a purely agricultural country, began to bear fruit and at last achieved a success which has since suffered no serious reverse. The yearly interest earned on total capital outlay during the company's existence has averaged 6½ per cent.

In 1890 the Government of India placed the Tirhut State Railway in the company's hands. Under State management that railway was then burdened with a debt of nearly 19 lakhs of rupees, which during the company's administration was entirely cleared, and over the past thirty-five years Government has received annual interest on capital outlay averaging 7½ per cent. When it is borne in mind that passenger fares are considerably lower than those charged on any other railway in India and goods rates are correspondingly favourable, the company may be justly proud of the results of its stewardship, which ought also to be very gratifying to the Government of India.

To our directors and agents in India, who so ably fostered the company's growth, I am sure you will wish me to pay tribute. Outstanding personalities in the railway world of their time and the company's affairs come at once to mind:—

Alexander Izat, C.I.E., for the first twenty years Agent and Chief Engineer in India with a further twenty as Managing Director, then Chairman, to whose professional and administrative ability not only the company, but India also, owe so much.

Colonel T. Gracey, C.S.I., and Sir Henry Burt, K.C.I.E., C.B.E., Chairmen of past times.

Sir Leonard L. Cohen, K.C.V.O., until recently a member of the board

for a period extending over thirty-seven years, whose far-sighted wisdom was a great factor in building up the sound financial position the company now enjoys.

Of the present board, three of the directors have been connected with the railway for many years, either as a servant or a director—Sir James Williamson for over forty years and Colonel Izat and myself for twenty-five.

I would tender our thanks and good wishes to the staff of all grades in India. Many have grown up on the railway, following their fathers' and grandfathers' occupations, and, like their officers, spend their whole service on it, an intimacy which has kept alive the mutual trust and good feeling between all ranks. I am certain that as State employees they will continue to display the devotion and whole-hearted interest in their railway and its customers, whatever changes the future may bring.

The London office staff, most of whom have spent their entire service with the company, have all served with exemplary zeal. Those coming in contact with the staff will well remember Mr. F. A. Wake, our Accountant. With fifty years' experience of the company's affairs, his intimate knowledge of the financial side and of the numerous complicated working contracts, and helpful assistance and advice, have been of invaluable service to several generations of directors, for which I would express our gratitude. I am glad to say that many years ago, out of a Contingency Fund established to meet such like contingencies in connection with the winding-up of the company whenever that might come about, stockholders then authorised the setting aside of a sum of money to compensate the office staff for loss of their employment. Mention of this you will have noticed in the resolution forming paragraph 10 of the report, which will be put to the stockholders at the general meeting.

The board has been advised that to wind up the company it will be necessary to hold an extraordinary general meeting on December 31, 1942, to pass the necessary resolution to wind up and to appoint liquidators and their remuneration. The date is important as the liquidators take charge from that day, and liability to income tax may be affected. In the present disorganised times it is impossible to give any close forecast as to when the final winding-up of the company's affairs can be effected. The Indian Revenue Accounts up to December 31, 1942, will not be reconciled and closed much before August or September, 1943, and then other matters such as taxation, etc., have to be considered. The first and main payment should be made early in 1943, but the final liquidation may well take eighteen months to two years.

I know many stockholders are anxious to know what the first payment of the liquidators will amount to. I am not in the position to make an official statement, but may hazard a personal guess when I hope it will be more than 300 per cent.

Stockholders who are or are likely to proceed overseas will facilitate liquidation proceedings by executing a power of attorney or similar authority empowering an institution or individual in this country to execute documents and receive money as agent on their behalf. In the case of joint holdings the signatures of all holders will be required; consequently if any joint holder is likely to be abroad

his co-holders should see that the necessary arrangements are made for his signature to be available in this country through an attorney.

The Chairman moved: "That the report of the directors dated April 18, 1942, together with the audited statement of accounts and balance sheet for the year ended September 30, 1941, be, and they are hereby received, approved, and adopted."

The Right Hon. Lord Meston, K.C.S.I., in seconding the resolution, recalled his long association with the railway

and said that, in his opinion, it had proved a great benefit to the Indian Empire as a whole and a most satisfactory investment to the stockholders.

Several stockholders spoke in support of his views and expressed their appreciation of the long and successful services of the board.

The Chairman, having replied to questions and thanked the stockholders for their kind words of appreciation, put the resolution to the meeting, which was carried unanimously.

Rohilkund & Kumaon Railway Co. Ltd.

The ordinary general meeting of the Rohilkund & Kumaon Railway Co. Ltd. was held on April 30, at Winchester House, Old Broad Street, London, E.C.2. Lt.-Colonel T. Gracey, R.E., Chairman of the company, presided.

The Chairman's statement, which had been circulated with the report and accounts, was as follows:—

Following last year's procedure I again circulate, with the directors' report and accounts a statement in place of my usual speech. Due to delays in communications with India, complete accounts were not available to permit of the general meeting being held at the usual time, but the board had sufficient information in January last to enable it to exercise its powers under the Articles of Association and declare a second ad-interim dividend which was paid at the usual time on January 26. As was then intimated, the board, taking into consideration the approaching termination of the company's contract, distributed a total dividend of 21 per cent. for the year, with practically the same carry forward as last year.

This is the result of a satisfactory working year showing increases in both goods and coaching traffic and freedom from any heavy flood damage expenditure on the company's lines. I need not enlarge on the accounts or give more than brief particulars of the company's activities in India. The usual standard of efficiency has been maintained in spite of the difficulties imposed by the war.

Traffic earnings for the half-year ended March, 1942, are reported to be not so good as they were last year because of deficient rainfall last monsoon affecting grain and sugarcane crops. Forest produce and other traffic are, however, expected to show an increase. But the uncertain trade conditions experienced at the present time and developments in the Far East may still further upset commercial equilibrium at any time. Moreover, the requisitioning by Government of rolling stock for war purposes may affect working results adversely.

Improving the track by relaying with heavier rails and regirding bridges, a long-term policy in preparation for future developments—heavier traffic and higher speeds—which has been in progress to a regular programme, has had to be deferred, as due to war demands the Government of India has stopped the supply of rails, etc. The agent reports that the staff of all ranks have worked well, and that the grant of "dearness allowance" to the lower paid staff must cause considerable relief to it, and it is confidently believed that even if the strain of the war grows heavier it will continue to show the loyalty and efficiency so necessary in these difficult times.

The feature of special interest at this time is naturally the termination of the company's contracts. In November last stockholders were notified that the Government of India had decided to exercise its option to purchase the company's railways on December 31, 1942, and formal notice of that decision was received by the board on December 11, 1941. All who have had any concern with these railways, not only as stockholders but the trading and travelling public in India as well, will be interested to know that before the Government of India's decision was announced the board of directors was invited to discuss the future of the company's contracts.

Last July the following communication was received from the Secretary of State:—

"I am directed by the Secretary of State to refer to the existing provision in the contracts with your company in respect of their own line. As your board are aware, the position at present is that if the original contract of 1882, as modified by various supplemental contracts, is not determined in 1942 by notice of purchase, it continues until it is terminated by efflux of time in 1981. At the same time the company have no power to continue the working of the State railway after the end of the year 1942 unless a further agreement in relation thereto is come to by the parties.

"With a view to the further consideration of the question by the Government of India, I am to inquire whether your board would be prepared to consider a continuance of the contracts for the company's line and the State railways with an option of purchase of the former in 1952, 1962, and 1972, in each case accompanied by some reduction in the capital sum payable on purchase as fixed in 1932 contract, and provision possibly for some additional payment from the surplus profits of the company's railway.

"If your board are prepared to consider the continuance of the contracts on some such terms as those indicated above, the Secretary of State suggests that discussion with this office might be useful, and, if your board agrees, would be glad to nominate representatives for the purpose."

Several meetings were held between the Secretary of State's representatives and those deputed by your board. In the course of these, your representatives offered substantial concessions which in their judgment and that of your board were the utmost which in view of all circumstances they could recommend you to accept.

These offers, however, failed to satisfy the Government of India, which gave notice terminating the company's con-

tract, thus bringing to a close a venture by British investors, which, under the management of a series of wise and prudent men, achieved success, not only to the benefit of stockholders and the Government of India, but to that of the country their railway has served throughout the 60 years of its existence as well.

Brief mention of the company's record is appropriate at this time. Projected to serve Naini Tal and other hill centres in that locality, the original line was constructed under the 1882 contract. In 1890 the Government of India handed over the management of the Lucknow Bareilly State Railway to the company and the combined State and company lines were worked jointly and expanded by the construction of extensions to the present 570 miles. The company's contracts were terminable in 1932 at Government option or in 1981 by efflux of time. Subsequent contracts extended the company to 1937 or 1942 or by efflux, on terms embodied in the 1932 contract, which defined the price the Government of India has to pay within four months after December 31 of this year. Government pays interest at the rate of 4 per cent. per annum on unpaid balances from January 1, 1943.

The success of the company's management is largely due to the wise and prudent administration of your directors and agents in India who so ably fostered the railway's growth.

A far-sighted policy of substantial, yet economical, construction together with the carriage of passengers and freight at the lowest possible fares and rates essential to encourage and develop the resources of a purely agricultural country led to the company's prosperity. The first 10 years were lean years, and it was not till 1899 that the return on the ordinary shares amounted to 7 per cent. The average yearly interest earned on capital outlay during the railways' existence has been slightly over 6½ per cent. for the company lines, and just under 6½ per cent. for the Government of India from the State section which worked at a loss during six of the early years. The company may be justly proud of the result of its stewardship which ought also to be very gratifying to Government.

I am sure you will wish me to recall some of those outstanding personalities in the company's affairs, and I would mention:—

Alexander Izat, C.I.E., who served throughout 40 years as Agent and Chief Engineer, Managing Director, and latterly Chairman, to whose professional and administrative ability, not only the company but India as well, owe so much;

Colonel T. Gracey, C.S.I., and Sir Henry Burt, K.C.I.E., C.B.E., Chairmen of past times;

Sir Leonard L. Cohen, K.C.V.O., until recently a member of the board extending over 32 years, whose far-sighted wisdom was so great a factor in building up the sound financial position the company now enjoys.

I would tender our thanks and good wishes to the staff of all grades in India. Many have grown up on the railway, following their fathers' and grandfathers' occupations, and, like their officers, spend their whole service on it, an intimacy which has kept alive the mutual trust and good feeling between all ranks. I am certain that as State employees they will continue to display the devotion and whole-hearted interest in their railway

and its customers, whatever changes the future may bring.

The London office staff, most of which have spent their entire service with the company, have all served with exemplary zeal. Those coming in contact with the staff will well remember Mr. F. A. Wake, our Accountant. With 50 years' experience of the company's affairs, his intimate knowledge of the financial side and of the numerous complicated working contracts and helpful assistance and advice have been of invaluable service to several generations of directors, for which I would express our gratitude.

I am glad to say that many years ago, out of a contingency fund established to meet such contingencies in connection with the winding-up of the company whenever that might come about, stockholders then authorised the setting aside of a sum of money to compensate the office staff for loss of their employment. Mention of this you will have noticed in the resolution forming paragraph 10 of the report, which will be put to the stockholders at the general meeting. The board have been advised that to wind up the company it will be necessary to hold an extraordinary general meeting on December 31, 1942, to pass the necessary resolution to wind up and to appoint liquidators and their remuneration.

The date is important as the liquidators take charge from that day, and liability to income tax may be affected. In the present disorganised times it is impossible to give any close forecast as to when the final winding up of the company's affairs can be effected. The

Indian Revenue accounts up to December 31, 1942, will not be reconciled and closed much before August or September, 1943, and then other matters, such as taxation, etc., have to be considered. The first and main payment should be made early in 1943, but the final liquidation may well take 18 months or two years. I know many stockholders are anxious to know what the first payment of the liquidators will amount to. I am not in the position to make an official statement, but may hazard a personal guess when I hope it will be more than 300 per cent.

Stockholders, who are or are likely to proceed overseas, will facilitate liquidation proceedings by executing a power of attorney or similar authority empowering an institution or individual in this country to execute documents and receive money as agent on their behalf. In the case of joint holdings the signatures of all holders will be required; consequently if any joint holder is likely to be abroad his co-holders should see that the necessary arrangements are made for his signature to be available in this country through an attorney.

The Chairman concluded by moving the adoption of the report and accounts.

The Right Hon. Lord Meston, K.C.S.I., seconded the resolution and said he would like to emphasise what a fine piece of work the railway was. It had brought health and prosperity to a very large number of people who previously had lived almost outside the pale of civilisation.

The resolution was carried.

Parliamentary Notes

Producer Gas

The Duke of Montrose in the House of Lords on April 28 called attention to the further loss of oilfields in the East, and moved, "That a scheme for converting 50,000 transport vehicles to producer gas propulsion, with a view to saving 500,000 tons of petrol for the fighting Services, shall be prepared and put into force as soon as possible." He said that if they wished to save 10 per cent. of the petrol used on the roads they must aim at converting at least 50,000 vehicles from petrol to producer gas, thereby saving 500,000 tons of petrol. Since the subject of producer gas was raised in September, 1939, nothing had really happened, although the Government, after the presentation of the report of the committee under Sir Harold Hartley, not only promised to put 10,000 vehicles on the road, but also promised to provide fuel in the shape of anthracite coal and low-temperature coke. A few vehicles were made, and the Government brought forward a producer of its own. The Government vehicle was an absolute failure. The London Passenger Transport Board, one of the most efficient vehicle-working companies in the country, took quite a large number of the parts and tried them on its buses in London, but it had discarded them all. Tilling's, another successful bus company, designed its own producer. He did not believe there were more than 100 of the Government producers on the roads.

If the Minister was unable to produce a scheme with a new and successful producer, there was another scheme which had been prepared for 50,000 commercial vehicles and the saving of 500,000 tons of petrol. This scheme would be carried into effect

by three of the largest industrial concerns in the country. The British Coal Utilisation Council, Imperial Chemical Industries and the Vauxhall Motor Company would combine and produce the scheme. They had spent thousands of pounds upon it. The scheme had been examined and had proved its worth.

Lord Gainford said the method for producing gas had passed the experimental stage, and now it was only left for the Government to adopt a scheme which had every possibility, and, indeed, every probability, of being really successful in dealing with the question after it had been investigated so thoroughly by some of the most able scientists in the country. It was lamentable that the Government should hesitate to adopt a system by which petrol might be saved through substituting producer-gas for it.

Viscount Ridley said that the Government might have pushed the alternative fuel business a great deal harder than it had done. The motion involved a consumption of about 1,000,000 tons of coal a year. It involved the expenditure of about £5,000,000 to make the producers and fit them to the vehicles, and the simple relationship between petrol and coal was that a ton of petrol was represented by about 2½ tons of coal when used in a gas producer. He did not believe there was any jealousy at all between the Mines Department and the Fuel Research Station on the one hand and the private firms engaged in this development on the other. Coal gas could also be used for driving cars, and it would be possible to convert between 5,000 and 10,000 vehicles to coal gas as well, saving perhaps 400,000 tons of petrol.

Lord Leathers (Minister of War Transport) emphasised that any large scale extension of the number of producer

vehicles in service must entail some diversion of industrial effort, some loss of efficiency in our road services, and some transference of solid fuel supplies from existing uses. A heavy responsibility rested upon the Government to ensure that full advantage was taken of the best material, the best advice and experience available, and that the best methods were worked out of getting good service from producer-gas vehicles on the road. It would have done much harm if it had rushed into operating any ill-conceived or hastily devised scheme. It had recently had two reports, one on the availability of fuels from the committee under the chairmanship of Lord Ridley, and the other an interim report which was specially called for from the Technical Committee on Producer Gas. He regretted that for security reasons it was not possible for him to make public the contents of the reports, but they had been of great value. The Government had decided that immediate action should be taken to require operators to equip as soon as practicable 10,000 commercial vehicles with the apparatus known as the Government Emergency Producer, and recommended by the Technical Committee. The Government Emergency Producer was not the one originally designed, and which was said to have proved a failure two or three years ago. A tremendous amount of work had been applied to the Government producer as well as to others. The whole of these resources had been combined and pooled. The present Government improved producer was the result of all those experiments, and it was that producer that the Technical Committee had recommended that the Government should apply. Before it made that recommendation it had closely under review every producer that was in operation. The object had been to produce the very best result that it was possible to get. As a result of that consideration the Technical Committee drawn from the industry and all other sources of information, had decided that the Government improved emergency producer was the one it should adopt. The scheme referred to by the Duke of Montrose was known to it. It required for its use not anthracite fuel, not low-temperature fuel, but high-temperature coke. Even when that high-temperature coke had been produced from the selected fuels that were necessary to give it the life and substance that it needed as compared with ordinary gas coke, it had to be activated by the addition of an alkali, and in order that that might be done very extensive plants in chosen places in the country had to be erected. Not only would that take a very long time and hinder a really progressive start, but it would be quite impossible to secure the priority necessary for these materials or for the erection of the extensive plants.

Lord Sempill said he was disappointed at the measure and scope of the Minister's reply. At present 1,500 gas-produced vehicles were on the road—not counting any of Government design—and they had covered some 15,000,000 road-miles. To give some idea of the scope of the firms supporting the Mobile Producer Gas Association, he mentioned that one of them had converted 57 different makes of vehicles. These firms had a manufacturing capacity of 122 units a week. If the materials were made available the number of units produced could in about four months be raised to about 500 a week. Proper account had not been taken of the experience of these users. The fuels which the Government producer would use, or could use, were low-temperature coke and anthracite, raw or activated. The B.C.U.R.A.

unit could use low-temperature coke, high-temperature coke activated, or anthracite activated. He suggested that the Minister of War Transport should request the Royal Automobile Club to organise, say, a 2,000 mile road trial, at which all the various types of producer gas units that were available could be submitted.

The Duke of Montrose said he was glad to hear that the Government producer which was going to be put on to 10,000 vehicles was not the one that they had experience of last time. As far as he knew the new producer had never experienced any extensive test.

Lord Leathers said that the Government producer had had a greater mileage test than any of the others. All these producers had been under very close review and test, and what the Government now said was the result of that. The 10,000 must be of one kind in order to have a big measure of mass production. At the same time there was no reason why other producers should not be made, but it meant that they had to take second place while these 10,000 producers—the immediate first objective—were being mass produced.

On a Division the Motion was carried by 20 votes to 19.

Private Railways in Sweden

The following is a list of the privately-owned railways taken over by the Swedish State Railways since the State began, in 1940, to give effect to its large-scale programme of absorbing the private lines:

Railway	Date of acquisition 1940	Length km
Mjölby-Hästhöjden	January 1	32 (20 miles)
Borås-Ulricehamns	March 1	38 (23 miles)
Borås-Alvesta	July 1	187 (116 miles)
Göteborg-Boras	July 1	67 (42 miles)
Hälsingborg-Hälsingholm	July 1	120 (75 miles)
Kalmar	July 1	194 (120.41 miles)
Landskrona-Hälsingborg	July 1	60 (37 miles)
Landskrona-Lund	July 1	74 (46 miles)
Skåne-Småland	July 1	147 (91 miles)
Uddevalla-Vänersborg-Herrljunga	July 1	92 (57 miles)
Varberg-Borås-Herrljunga	July 1	128 (80 miles)
Falkenberg	July 1	102 (63 miles)
Kalmar-Berga	July 1	77 (48 miles)
Östra Smålands	July 1	79 (49 miles)
Mönsterås	July 1	69 (43 miles)
Uddevalla-Lelängen	July 1	89 (55 miles)

On July 1, 1942, the Blekinge Coastal Railway will be taken over by the Swedish State Railways, together with its road services. It is a 3 ft. 6 in. gauge line. Its main line runs from Karlskrona to Kristianstad 132 km. (82 miles). There are also four branch lines. The whole system is 205 km. (127 miles) in length. The head offices are at Ronneby.

A preliminary agreement concluded in March last between the Malmö-Simrishamn Railway and the Swedish State Railways provides for the State taking over the company's system, consisting of the two standard-gauge lines, namely, Malmö-Dalby-Simrishamn, 96 km. (60 miles) long, and Dalby-Bjarsjölagård, 25 km. (16 miles) long. The lines will be taken over by July, 1943, at the latest.

The privately-owned standard-gauge lines totalled a route length of 5,034 km. (3,128 miles) on December 31, 1939, while the privately-owned narrow-gauge system aggregated 3,519 km. (2,186 miles) at the same date. By December 31, 1940, the route length of the privately-owned standard-gauge lines had been reduced to 3,905.1 km. (2,426 miles). On the privately-owned narrow-gauge systems, traffic had been discontinued on the Vimmerby-Ydrefors line of 30 km. (19 miles), and on the Hörken-

Grävendal line of 31 km., totalling 61 km. (38 miles); a total of 415 km. (258 route miles) had been taken over by the State. The system had thus decreased to a route length of 3,043 km. (1,891 miles) by the end of 1940.

Private lines not open to the public totalled 159 km. (99 miles) on December 31, 1939. Traffic has been suspended over distances totalling 13 km. (8 miles), so that the aggregate route length of these lines totalled 146 km. (91 miles) by the end of 1940.

British and Irish Railway Stocks and Shares

Stocks	Highest 1941	Lowest 1941	Prices	
			May 1, 1942	Rise/ Fall
G.W.R.				
Cons. Ord.	43½	30½	42	—
5% Con. Pref.	109½	83½	114½	—
5% Red. Pref. (1950) ..	105½	96½	108	—
4% Deb.	113½	102½	113½	—
4½% Deb.	115	105½	115½	—
4½% Deb.	121½	112	123½	—
5% Deb.	132	122	135	—
2½% Deb.	70	62½	73	—
5% Rt. Charge	129½	116	132½	—
5% Cons. Guar.	128	110½	129	—
L.M.S.R.				
Ord.	17½	11	19	+ ½
4% Pref. (1923)	53	33½	54	+ ½
4% Pref.	68½	48½	73	+ ½
5% Red. Pref. (1955) ..	97½	77	99½	—
4% Deb.	105½	97	107	—
5% Red. Deb. (1952) ..	110½	106½	109½	—
4% Guar.	100	85½	103½	—
L.N.E.R.				
5% Pref. Ord.	31	2½	4	+ ½
Def. Ord.	2	1½	2	—
4% First Pref.	52½	33	54	+ ½
4% Second Pref.	19½	10	21½	+ ½
5% Red. Pref. (1955) ..	79½	52	89	+ ½
4% First Guar.	90½	74½	96½	—
4% Second Guar.	80½	59	87½	+ ½
3% Deb.	79½	68½	82	—
4% Deb.	104	91½	105½	—
5% Red. Deb. (1947) ..	106	102½	104	—
4½% Sinking Fund Red. Deb.	103½	99½	103½	—
SOUTHERN				
Pref. Ord.	65½	43½	64½	+ ½
Def. Ord.	15½	9	15½	—
5% Pref.	107	77½	108	—
5% Red. Pref. (1964) ..	107	89½	108½	—
5% Guar. Pref.	128	111	129½	—
5% Red. Guar. Pref. (1957) ..	114½	107½	114½	+ ½
4% Deb.	112	102½	110½	—
5% Deb.	130½	119	134	—
4% Red. Deb. (1962-67) ..	108½	102	108½	—
4% Red. Deb. (1970-80) ..	108½	102½	109½	—
FORTH BRIDGE.				
4% Deb.	99½	90½	103½	—
4% Guar.	99	85½	104½	—
L.P.T.B.				
4½% "A"	120½	109½	120½	—
5% "A"	130½	115½	130½	—
4½% "T.F.A."	103½	99½	102½	—
5% "B"	117	102	118½	—
"C"	46½	28½	40½	—
MERSEY				
Ord.	24½	19½	21½	—
4% Perp. Deb.	100	90	100	—
3% Perp. Deb.	73½	63	77	—
3% Perp. Pref.	58	51½	58	—
IRELAND				
BELFAST & C.D.				
Ord.	4	4	9	—
G. NORTHERN				
Ord.	14½	3	22½	+ ½
G. SOUTHERN				
Ord.	14½	5	20	+ 5
Pref.	17	10	24	+ 3
Guar.	44	16	43	—
Deb.	61	42	65	—

NOTES AND NEWS

Mauritius Government Railways.—At the close of the fiscal year 1939-40 the equipment of the Mauritius Government Railways, the only line operating in Mauritius, included 51 steam locomotives, 172 passenger coaches, and 744 freight wagons.

Madras Railway Annuities.—In accordance with the provisions of the Madras Railway Annuities Act, 1908, it is notified that a total sum of £5,893,955 was on April 15 last invested for the purpose of providing a sinking fund in respect of Annuities Class "B."

Companhia de Mocambique.—An extraordinary general meeting of this company has been convened for 11 a.m. on May 25 at the offices of the company in Lisbon, 10, Largo da Biblioteca Publica. The object of the meeting is the modification of the company's statutes.

Manchester Long Distance Road Transport Committee Limited.—Creditors of this company are required on or before June 30 to send their names and addresses and the particulars of their debts or claims, and the names and addresses of their Solicitors (if any) to Mr. R. Hobkirk, Chartered Accountant, of 16, Kennedy Street, Manchester, the liquidator of the company.

G.W.R. Road Bridge Order.—The Minister of War Transport on April 17 made the "Great Western Railway (Relaxation) (Dawley Road Bridge) Order, 1942" relaxing any obligation or limitation imposed upon the Great Western Railway Company by Section 41 of the Great Western Railway Act, 1914, in connection with the lengthening of Dawley Road bridge, Hayes, Middlesex.

Jubilee of Swedish-Danish Ferry.—On March 10 the ferry service between Denmark and Sweden, from Elsinore to Helsingborg, which has been operated jointly by the Swedish and Danish State Railways since 1932, completed 50 years of existence. The service formed the first connection between the railway system of the continent and Denmark on the one hand and that of Sweden and Norway on the other.

Leith Dock Charges.—The Commissioners for the Harbour & Docks of Leith, in terms of the Leith Harbour & Docks (Increase of Charges) Order, 1942, dated April 22, 1942, give notice of a general increase on May 16 of 50 per cent. in rates and in charges for warehouses, warehousing of goods, etc., with the exception that in the case of rates on goods imported or exported coastwise, the increase shall be 20 per cent.

Canadian Pacific Railway.—Gross earnings for March, 1942, were \$20,746,000, an increase of \$4,126,000, and expenses were \$16,960,000, or \$3,586,000 higher. Net earnings at \$3,786,000 were \$540,000 more than for March, 1941. For the first quarter of 1942 gross earnings were \$57,644,000, an increase of \$12,231,000, and the net earnings of \$9,984,000 were \$1,464,000 greater than for the first quarter of 1941.

Inter-American Air Mail Service.—The U.S.A. air mail service to and from Mexico, Central and South America, and the West Indies, increased nearly 34 per cent. during the fiscal year 1941, according to the annual report of the U.S.A. Postmaster General. It was the largest increase

in postal history. Despite the serious disruption of the mail service, both surface and air, to transatlantic countries, the increased volume between the United States and the other American Republics showed an almost uniform rate of increase, as that mail despatched from the United States was 32 per cent. higher than that of the preceding year.

"Cutanit Service."—We are informed by William Jessop & Sons Ltd. and J. J. Saville & Co. Ltd., of Sheffield, that there has been some delay in the delivery of their new handbook "Cutanit Service" from the printers. Readers who have applied for a copy will receive it as soon as possible.

Great Southern Railways (Eire).—For the 16th week of 1942 the Great Southern Railways (Eire) report passenger receipts of £32,497 (against £39,154), and goods receipts of £64,507 (against £56,343), making a total of £97,004, against £95,497 for the corresponding period of the previous year. The aggregate receipts to date are passenger, £516,462 (against £561,979), goods £972,803 (against £806,856), making a total of £1,489,265 (against £1,368,835).

Increased Argentine Air Service.—The Argentine air-transport company, Corporación Sudamericana de Servicios Aereos, has increased its service between Buenos Aires and Asuncion (Paraguay) from one to two round trips a week. The new schedule provides that the planes of the company leave Buenos Aires every Monday and Thursday at 6 a.m. arriving the same days at Asuncion at approximately 1.35 p.m. The return trips, leaving Asuncion at 6 a.m. on Tuesdays and Saturdays, arrive at Buenos Aires at 1.35 p.m.

Locomotive Valve Gears Limited.—Notice is given that in accordance with section 244 (i) of the Act and Rule 127 of the Companies Winding-up Rules, 1929, a general meeting of the creditors and contributories of this company will be held at the offices of Messrs. Knill, Padgham & Grande, Chartered Accountants, 7, The Parade, Bridge Road, Maidenhead, on Friday, May 8, for the purpose of considering the account of the liquidator, showing how the winding-up of the company has been conducted, and its property disposed of.

Craven Bros. (Manchester) Ltd.—Mr. J. R. Greenwood, Chairman and Managing Director, said in the course of his remarks at the recent annual general meeting, that the company had been employed to capacity throughout the past year and the output greatly surpassed all previous records. After meeting all the expenses of the business, including maintenance of buildings, plant, and machinery, there was a profit on operations of £260,056. The net profit after providing for taxation, bank charges, war risk insurances, and A.R.P. expenditure amounted to £60,161.

Pinchin Johnson & Co. Ltd.—In the course of his statement, circulated with the annual report and accounts, the Chairman, Mr. Edward Robson, said that the company had continued to implement its resources for the manufacture of highly specialised products essential to the country's industrial activities. The temporary decline in the domestic business of the company had become more marked during the past year and export had narrowed to such limits as were permitted, having consideration to other calls on materials and

transport. The tonnage output of all the company's factories in the United Kingdom nevertheless, had been more than maintained. Demand for specialised products continued on the upgrade. Shortages of natural material were being met by substitutes developed by the technical resources in the organisation, thus proving the value of research done in the past.

Institution of Locomotive Engineers.—The Annual General Meeting of the Institution of Locomotive Engineers was held on Wednesday last at the Savoy Hotel, London, W.C.2. Mr. O. V. S. Bulleid, the President, was in the chair, and also presided at the luncheon which preceded the meeting. A report of the proceedings will be published in our next issue.

Grand Trunk 4 per cent. Guaranteed Stock.—The Minister of Finance of Canada has given notice that the Dominion Government has elected to exercise its option to redeem at par with accrued interest the whole of the outstanding Canadian National Railway Company 4 per cent. guaranteed stock (Grand Trunk Railway) on November 1 next. This notice does not apply to individual holdings of this stock by residents in the United Kingdom, which are subject to acquisition by the Treasury under the Acquisition of Securities (No. 1) Order of January 26, 1942.

British Oxygen Co. Ltd.—Presiding at the recent annual general meeting, the Chairman, Mr. S. J. L. Hardie, said that although the results for the past year justified the maintenance of the final dividend, the directors, in view of the heavy taxation and other war provisions both at home and overseas, deemed it wise to recommend that the final dividend should be 7 per cent., the same as the interim. Notwithstanding the large provision of £460,061 for depreciation, the fixed assets had increased from £2,649,068 to £2,844,843. The development of the organisation entailed heavy capital commitments. He congratulated the managing directors, their staff, and employees on their success in such a trying year as 1941, and in having the organisation equipped and maintained to meet demands in all emergencies.

Civil Aviation in Argentina.—Statistics for the year 1941 for Argentina show that civil aviation continued to make progress, despite difficulties imposed by war demands in the principal aircraft-manufacturing countries. Air traffic shows an all-round increase for 1941 over 1940 both in miles flown and for passengers, mail, and freight carried. The total mileage for 1941 was 1,311,307, an increase of 344,071 over the previous year. Passengers totalled 55,093, mail 106.8 tons, and freight 141.2 tons—increases of approximately 36 per cent., 40 per cent., and 130 per cent. for the respective categories. At the end of 1941 four Argentine companies were operating civil air services. Three services linked Buenos Aires to cities in Uruguay; S.A.N.A. (Sociedad Argentina de Navegacion Aerea) operated to Colonia; C.A.T.A. (Compania Argentina de Transportes Aereos) to Montevideo; and C.S.S.A. (Corporacion Sud-America de Servicios) to Cordoba and Montevideo. Aeroposta Argentina served towns on the east coast of Argentina between Buenos Aires and Rio Grande. P.A.A. (Pan-American Airways), which operates important air lines to South America, has also recently increased its services to Argentina. An additional weekly service between Rio de Janeiro (Brazil) and Buenos Aires makes the company's fifth between those cities. Four are through services from Miami, Florida.

Railway Stock Market

Firm, but inactive, conditions have continued to rule in Stock Exchange markets, where the absence of selling, indicating confidence in the future, again had a more important influence on sentiment than the small amount of business in evidence. Chief attention has been given to British Funds and investment stocks generally, but the more frequent air raids have had virtually no effect on securities of the equity class, although in some directions they tended to prevent improvement in demand. The rising trend in junior stocks of the home railways, in evidence in the early part of last week, was checked by the absence of improvement in demand, and prices have shown minor fluctuations, although at the time of writing, declines on balance are fractional. Only in the event of exceptionally heavy air-raid damage would there be any likelihood of future dividends on home railway junior stocks being reduced below the levels ruling last year—bearing in mind the terms of the financial agreement, and the general assumptions as to the position of public utility concerns in regard to the question of war damage. There seems little doubt that if Stock Exchange markets had been reasonably active, home railway stocks

would have made much more response to the recent White Paper on railway revenue. Prices may, of course, show improvement over a period, bearing in mind that as time goes on yield considerations will probably become an increasingly important market factor. It is true that the White Paper has given hopes that the basis of any new post-war arrangement will be equitable to the railways, but sentiment is apparently affected to some extent by the many occasions in the past when the reasonable hopes of stockholders have been disappointed. Nevertheless, the present rental agreement will continue until one year after the war, which gives virtual assurance that dividend rates on the junior stocks will be maintained.

After an earlier reaction, Great Western ordinary stock rallied, and at 42½ at the time of writing is unchanged on balance. Great Western preference and guaranteed stocks were 114 and 130 respectively, and the debentures 112½. Fluctuations were shown in L.M.S.R. ordinary, which on balance was 19½, compared with 19½ a week ago; the yield works out at nearly 10½ per cent. on last year's 2 per cent. dividend. L.M.S.R. 1923 preference at 54 has lost

half-a-point, as has the senior preference at 72½. The last-named yields around 5½ per cent., which appears to be on the generous side, in consideration of the undoubted investment merits of this stock. L.M.S.R. guaranteed was again 103, and the 4 per cent. debentures 107. L.N.E.R. preferred reacted from 4½ to 3½, and the deferred from 2½ to 2, there having been a decline of speculative interest in these stocks. L.N.E.R. second preference was lower at 21½ at which there is, of course, a very large yield on the basis of last year's 2½ per cent. dividend. L.N.E.R. first preference was slightly lower at 54 in accordance with the general trend. Firmness has been maintained in the guaranteed stocks at the time of writing. Among Southern issues, the preferred reacted, but later rallied to 65, attention being drawn to the yield of 7½ per cent. Southern deferred, which yields over 11 per cent., was 15½, compared with 16½ a week ago. London Transport "C" remained at 40½.

Attention was given to South American railway issues, more particularly to debentures of some of the Argentine companies. B.A. Western 4 per cents. were 43, and B.A. & Pacific 4 per cents. 67. San Paulo ordinary was "ex" the dividend. Canadian Pacific Railway stock tended to improve.

Traffic Table and Stock Prices of Overseas and Foreign Railways

Railways	Miles open 1941-42	Week Ending	Traffic for Week		No. of Weeks	Aggregate Traffic to date			Shares or Stock	Prices			
			Total this year	Inc. or Dec. compared with 1941		Totals		Increase or Decrease		Highest 1941	Lowest 1941	May 1, 1942	Yield % (See Notes)
						This Year	Last Year						
South & Central America													
Antofagasta (Chili) & Bolivia	834	26.4.42	£ 20,150	+ £ 640	17	£ 353,920	£ 297,110	+ £ 56,810	Ord. Stk.	10½	3½	9½	Nil
Argentine North Eastern	753	25.4.42	ps. 211,900	+ ps. 73,300	43	ps. 7,555,700	ps. 6,261,800	+ ps. 1,293,900	Ord. Stk.	4	1	3	Nil
Bolivar	174	Mar., 1942	4,556	+ 216	13	14,128	11,020	+ 3,108	6 p.c. Deb.	5	5	9	Nil
Brazil	...	...	...	...	...	...	...	...	Bonds	8	2½	10½	Nil
Buenos Ayres & Pacific	2,801	25.4.42	ps. 1,660,000	+ ps. 44,000	43	ps. 62,131,000	ps. 61,195,000	+ ps. 936,000	Ord. Stk.	7½	1½	4½	Nil
Buenos Ayres Great Southern	5,080	25.4.42	ps. 2,507,000	+ ps. 182,000	43	ps. 105,206,000	ps. 95,156,000	+ ps. 10,050,000	Ord. Stk.	10½	3½	8	Nil
Buenos Ayres Western	1,930	25.4.42	ps. 951,000	+ ps. 53,000	43	ps. 36,725,000	ps. 33,096,000	+ ps. 3,629,000	"	9	2½	7	Nil
Central Argentine	3,700	25.4.42	ps. 1,648,800	+ ps. 389,300	43	ps. 75,329,550	ps. 68,734,350	+ ps. 6,595,200	"	8	2½	6	Nil
Do	...	...	...	...	...	...	...	...	Dd.	2½	1	3½	Nil
Cent. Uruguay of M. Video	972	25.4.42	28,880	+ 2,983	43	1,068,521	974,407	+ 94,114	Ord. Stk.	9½	1	6	Nil
Costa Rica	262	Mar., 1942	20,547	+ 4,519	38	201,023	177,738	+ 23,285	Stk.	15½	11½	13	Nil
Dorada	70	Mar., 1942	12,300	+ 200	13	33,484	36,700	+ 3,216	1 Mt. Db.	97	97	90½	4½
Entre Rios	808	25.4.42	ps. 290,900	+ ps. 85,900	43	ps. 11,033,100	ps. 9,150,800	+ ps. 1,882,300	Ord. Stk.	6½	1	5	Nil
Great Western of Brazil	1,030	25.4.42	8,500	+ 100	17	180,500	178,600	+ 1,900	Ord. Sh.	11½	1½	1	Nil
International of Cl. Amer.	794	Mar., 1942	\$180,385	+ \$71,407	12	\$513,825	\$293,176	+ \$220,649	Ist Pref.	8	6d.	1	Nil
Interoceanic of Mexico	...	...	...	...	...	...	...	...	...	...	...	...	...
La Guaira & Caracas	223	Mar., 1942	7,470	+ 1,950	13	19,860	18,995	+ 865	Ord. Stk.	4	1	4	Nil
Leopoldina	1,918	25.4.42	29,156	+ 8,413	17	496,158	398,970	+ 97,188	Ord. Stk.	4	1	4	Nil
Mexican	483	21.4.42	ps. 338,100	+ ps. 49,700	16	ps. 5,474,100	ps. 4,999,800	+ ps. 474,300	"	4	1	4	Nil
Midland of Uruguay	319	Feb., 1942	12,418	+ 337	34	107,017	94,688	+ 12,329	Ord. Sh.	66½	1½	3½	3½
Nitrate	386	15.4.42	5,835	+ 1,560	15	41,705	30,977	+ 10,728	Ord. Sh.	66½	1½	3½	3½
Paraguay Central	274	25.4.42	\$5,572,000	+ \$2,986,000	43	\$151,633,000	\$139,098,000	+ \$12,535,000	Pr. Li. Stk.	43½	29	42½	14½
Peruvian Corporation	1,059	Mar., 1942	89,692	+ 28,663	39	671,716	577,986	+ 93,730	Pref.	61	1½	7	Nil
Salvador	100	Feb., 1942	c 157,000	+ c 52,000	34	c 656,172	c 507,683	+ c 148,489	Ord. Stk.	52	24½	44½	4½
San Paulo	153	19.4.42	32,608	+ 2,854	16	543,650	552,294	+ 8,644	Ord. Stk.	52	24½	44½	4½
Taitai	160	Mar., 1942	3,900	+ 1,270	39	39,015	25,140	+ 13,875	Ord. Sh.	1	6½	1½	Nil
United of Havana	1,346	25.4.42	63,333	+ 19,945	43	1,284,836	1,018,470	+ 266,366	Ord. Stk.	2½	1	3	Nil
Uruguay Northern	73	Feb., 1942	954	+ 51	34	9,900	9,154	+ 746	Ord. Stk.	13½	7½	11	Nil
Canada													
Canadian National	23,562	21.4.42	1,266,600	+ 107,200	16	19,771,600	16,286,800	+ 3,484,800	Ord. Stk.	13½	7½	11	Nil
Canadian Pacific	17,139	21.4.42	955,200	+ 230,400	16	14,285,800	11,296,000	+ 2,989,800	Ord. Stk.	13½	7½	11	Nil
India													
Barisal Light	202	Jan., 1942	11,805	+ 3,525	45	137,482	135,210	+ 2,272	Ord. Stk.	345	253	337½	5½
Bengal & North Western	2,090	Mar., 1942	267,150	+ 9,167	26	1,637,135	1,588,900	+ 48,235	Ord. Stk.	101	95½	93	4½
Bengal-Nagpur	3,267	20.2.42	300,150	+ 8,254	48	8,793,958	8,008,824	+ 785,134	"	105½	101½	94	7½
Madras & Southern Mahratta	2,939	10.2.42	203,625	+ 19,725	47	5,266,920	6,223,640	+ 956,720	"	342	290	342½	3½
Rohilkund & Kumaon	571	Mar., 1942	59,925	+ 11,425	26	326,689	357,677	+ 30,988	"	100	87	91	3½
South Indian	2,402	20.2.42	141,944	+ 13,167	48	4,722,493	4,071,460	+ 651,033	"	100	87	91	3½
Various													
Beira	204	Feb., 1942	80,141	+ 2,841	21	368,472	315,364	+ 53,108	Ord. Stk.	101	95½	93	4½
Egyptian Delta	607	28.3.42	8,235	+ 2,841	49	315,364	224,034	+ 91,330	Pr. Sh.	68	45	30	Nil
Manila	...	...	...	...	...	...	...	...	B. Deb.	90½	85½	89½	5½
Midland of W. Australia	277	Nov., 1941	21,710	+ 5,994	17	103,592	78,885	+ 24,707	Inc. Deb.	90½	85½	89½	5½
Nigerian	1,900	Jan., 1942	71,391	+ 25,823	43	2,557,812	1,834,363	+ 723,449	Ord. Stk.	101	95½	93	4½
Rhodesia	2,442	Feb., 1942	473,307	+ 14,746	21	2,373,268	34,808,803	+ 3,593,963	Ord. Stk.	101	95½	93	4½
South Africa	13,291	14.3.42	814,746	+ 48,738	50	38,403,766	5,615,574	+ 1,012,475	Ord. Stk.	101	95½	93	4½
Victoria	4,774	Dec., 1941	1,250,588	+ 240,622	25	6,627,999	5,615,574	+ 1,012,475	Ord. Stk.	101	95½	93	4½

Note. Yields are based on the approximate current prices and are within a fraction of ½. Argentine traffic are given in pesos
 † Receipts are calculated @ 1s. 6d. to the rupee ‡ ex dividend